日一初月七年三統宣 HONGKONG, THURSDAY, AUGUST 24ra, 1911. 四年禮 號四十二月八年一十百九千一英港香

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44 7A +A	12 45 n.m	PIVATV 13	IIIIII III COC.
1015 am fo	- 1.15 n.m	EVETY AV	MITTER STANSON
115 Am #A		PIVULY LU	ATTEM PROPERTY.
1.45 p.m. to	715 n.m.,	TAKETY IV	MITH II COD*
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MARRIAGE. On August 23rd, at St. John's Cathedral Hongkong, by the Rev. A. B. Thornbill, M.A. Asst. Chaplain, JOHN TULLY, only son of Mr. and Mrs. J. T. Tully, of Sunderland, to GED-TRUDE BLIZABETH TERRY, second daughter of Mr. E. W. and the late Mrs. Terry, of Leytonstone, Essox.

DEATH. DHUNJEEBHOY DORABJEE (proprietor of King Edward Hotel), at his residence, Parsee Villas, Robinson Road, at 1.30 a.m. Wednesday, the 23rd inst., aged 62. Deeply _Shanghai, Japan and Bombay papers please

CONDENS OFFICE: 10A, DES VOEUX ROAD C

LINDON OFFICE: 131, FLERT STREET, E(

Hongkong, August 24TH, 1911.

The news we publish this morning regard. ing the aegotiations between France and Germany arising out of the Moroccan difficulty cannot be said to give promise of stamp of authority. The news has been "allowed to leak out" as a balon d'essai, and been interrupted for several days. such protests in both countries that further that she should give up a large slice of strip of territory sandwiched between Ashanti and the French territory of Dahemey. Its area is given as 33,659 miles. French Congo is a very extensive territory bordering nd West, but is indefined to the North-east. there.

According to the information published recently by The Times, the "large slice" of French Congo, which it is suggested France should exchange for Togo Land, represents an area of at least 200,000 square miles, with two existing ports at Libreville and Loango. By this the area of the German Cameroons would be doubled and, "it would leave the German territory on the Gulf of Guinea divided from German South-West Africa only by the narrow strip of the Congo State which reaches down to the Atlantic. and by the Portuguese Colony of Angola." If it be true that Germany is also asking for . the contingent reversion held by France over the Congo State, it is clear that herambition is to possess the whole coast line from Nigeria to British South Africa. France the Fire, Marine, and Accident departments, would be entirely cut off from communication with the Atlantic, except through German or Belgian territory. We can understand why the people of France should protest against the conclusion of such an agreement, but recommend the payment of a dividend of eight why there should be protests in Germany it shillings per share (less income tax), making, is not easy to surmise. It would be a with the interim dividend paid in November magnificent stroke of business for Germany if the at angement she has proposed were accepted, by which one strip of territory is exchanged for another six or seven times as large, and likely to become infinitely more important. The Echo de Paris, discussing last month the reported German domands for "compensations" in the French Congo, stated that the Gabun torritory (the" large refers) is inhabited by the most energetic race in that region, the Pahouins, who number three or four millions and who lord it over the neighbouring tribes. The territory is of great value on account of the valley of the River Ivindo, which becomes my igable during the two rainy seasons for a distance of 300 miles and has many navigable tributaries, which would be of the first importance for the Cameroons. All that would remain of the French Congo, a country which has been developed at a great cost of French blood and treasure, would be "a narrow strip with no very promising future." Above all, the Paris, journal urged, the cession of Libroville would be a very grave sacrifice. It is described as the finest harbour in Western Africa, with the exception of Dakar; and as the only French mival baseon that coast, with the same exception. It is already a town with many inbabitants, well built and prosperous, and destined to be the chief commercial centre territory for Togo Land would manifestly be splendid bargain t Germany. But the telegram leaves us totally in the dark as regards the bearing of these demands on the situation in Morocco. Is this exchange of territory the price demanded by Germany for remeving her wurships from Agadir? Or is she also offering to relinquish all or. any of the economic rights she possesses in Morocco? If so, it may be worth the while of the French Government to conelude the bargain, but if there is no! such understanding as regards Morocco! there can be no guarantee that what has recently happened will not occur again.

The Hippodrome and Circus at Causeway Bay continues to attract large audiences nightly The next matines is on Saturday.

A telegram from the Manila Observatory yesterday reported a typhoon in the Pacific Islands and Luzon, moving W.

An office boy from the O iente Cigar Factory at Yaumati was convicted at the Magistracy yesterday of stealing cigars and sent to prison for 14 days.

In consequence of the fire on board the Holt steamer A. tilochus, at Port Said, on her last royage, home, discharge of the cargo was begun on July-18th and was expected to continue for four days. About 1,900 bales of homp had to be discharged, and her cargo of pineapples, presamably shipped at Singapore, is described as

What has become of the Siberian mail? The last received came down from Shanghai by the English mail steamer last Friday, the latest London dates being July 29th. It is now the an early settlement. The Times, a month or 24th August—an interval of 27 days, and no six weeks ago was able to give its readers Siberian mail- is yet announced as having some idea of the nature of the negotiations, left Shanghai. We can only suppose the and we now get it confirmed under the delay to be due to the damage done by storm recently to the South Manchurian Railway. The through railway service appears to have

Two Korean accomplices of the assassin who negotiations on the present basis, will be killed Prince Ito have just been liberated from difficult. Germany has suggested to France | the penitentiary at Port Arthur, in which they have served a term of eighteen months. They French-Congo for Togo Land, the narrow were escorted to Harbin and liberated. One of them has a Russian wife, with whom he has kept taking place in China, the question of providing duty immediately. up correspondence. The other is a lad of only, parks and playgrounds will not, it is believed, 20 years, Ryntoka by name, son of a Chinese doctor at Pogranichnaya. The third was surrendered to the Korean police after the trial | the Consul, come a demand for foreign sporting the Congo Free State on the South and East at Port Arthur was over, on some fresh charge goods, lookers, and many other such devices and the German Cameroons or the North | brought up against him, and he died in prison

Two coolies were at the Magistracy yesterday: charged with dumping night-soil at Whitfield Barracks, Kowloon, and were ordered to pay \$25 each or go to prison for six weeks.

At the Magistracy yesterday J. P. Mac Henry and A. E. Gannon appeared before Mr Hazeland charged with having been found with a quantity of opium in their possession in a house at P.dders' Hill. MacHenry was also charged with being in possession of an offensive weapon, a pair of knuckle dusters. Mr Hoggarth, chief excise officer, appeared and stated that he wished to add a second charge against the second defendant of aiding and betting. This was done. and the case remanded.

The annual report of the Commercial Union Assurance Company, Limited, shows that the sums carried into profit and loss account from amount to £320,000, out of which the sum of £250,000 has been applied towards reducing Cost of Businesses acquired." The balance of this account is £158,522, 14s. 8d. carried forward to 1911, and out of that amount the directors last ififteen shillings per share (less income fax on eight shillings) for the year 1910. Provision has been made for payment of an interim dividand on account of the year 1911 of eight shill ings per share (less income tax), to be paid on the 9th November next. In the Life department the new business of the year consisted of 3,645 Policies for £2,045,039, of which amount £131,973 was re-assured with other offices, and the net amount retained by the slice" to which to-day's telegram doubtless | Company at its own risk was £1,913,116. The claims by death of £173,778 were within the amount expected. As a result of the year's transac. tions the Life Assurance Fund was increased by £392,606 to £4,335,832. During the year an agreement was completed, by the transfer of the shares into the name of this Company, for the purchase of the undertaking and assets of the Ocean Accident and Guarantee Corporation, Ltd. The transaction involved, in addition to a payment in each, the reation of £861,540 Four per cent. terminable Debenture Stock.

DEATH OF MR. DORABJEE

Mr. D. Dorabjee, who, next to the late Sir Hormusjee Mody, was the best known among the Parsee residents of the Colony, died yesterday morning at 1.30 o'clock at his residence, Parsee Villas, Robinson Road. One of the oldest residents of Hongkong-having been in the Colony for '5 years—the deceased, although not so prominent in the public eye as the late Sir Hormusjee, was well known in the Far East as the proprietor of the King Edward Hotel. A man of quiet, unassuming manner and of retired habits, he was nevertheless perfectly genial in countr with fifm. The contributed handsonieever ready to help the needy and indigent. He was a member of the Hongkong and Shanghai Jockey Clubs. It is a proof of Parsec enterprise that the late Mr. Dorabjee, although his business was entirely confined to Hongkong, was one of the promoters of the Dai Nippon Hotel Co., a flourishing cononly non-Japanese official on the directorate. The deceased had just been contemplating going home when the grim shadow of death intervened. He leaves a widew and a mother to hospital, including police. aged 85, to whom at her age the death of her

only son is a cruel blow. Deceased was buried in the Parsee Cemetery at Happy Valley yesterday afternoon, many friends following his remains to their last resting place Among others who sent wreaths were the following : - Messrs_ (l. C. C. Master, H. J. Gedge, T. Kusumoto, J. H. Seth, Mr. and Mrs. | law.") A. Seth, Mr. A. V. Apcar, Mr. E. E. Smith, Captain and Mrs. Passmore, Messrs. D. Dolly, Ocean about halfway between the Marians A. K. Rahman, Choi Choy, Sni King, Ah Kie, Shiu Lai, Chan Yau Kan, the staff of the King | settling the North Eastern dispute. Edward Hotel, the Kowloon Hotel and the Victoria Recreation Club.

WIRELESS STATION AT DAIREN.

The new wireless telegraph station, now building at Dairen, will be completed by the middle of October next. The station will be equipped with power which will make it possible to transmit messages to a distance of 650 nautical miles by day and 2,000 miles at night. The Kobe Maru and Saikyo Maru, on the Shanghai service, which are under the jurisdiction of the Governor General's Office, will be fitted with wireless telegraph apparatus in November. The Osaka Shoson Kaisha's four liners, which are now on the Kobe-Dairen service, are under the jorisdiction of the Department of Communica-tions, and there are no funds available for the installation, but steps will be taken to equip at least two steamers with wireless telegraph apparatus. - Japan Mail.

RECREATION PARKS FOR THE

that much interest has developed there lately Chinese. The question of providing recreation parks for the Chinese, be affirms, is one of the utmost importance. The Chinese dwellings are generally close and poorly ventilated and usually haddled together in a congested mass, and few sanitary measures have been taken, as a rule. It follows that the health of the Chinese is seriously impaired, and open parks and squares needed in most of the large cities. The Chinese are coming to realise this fact, and with the be entirely overlooked. With the growth of recreation grounds, gymnasiums, and other such places for physical improvement will, adds which are now manufactured for places of general amusement.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

THROUGH REUTER'S AGENCY.

THE STRIKE MOVEMENT.

DISCUSSION IN PARLIAMENT.

London, August 23rd

Mr. Barnes said he was very disappointed at the terms of the settlement. Nevertheless, the men will give the Commisstor a good chance, but they must deal with the recognition of the unions and secure better conditions for the mon. If not, there will be another strike, and he would do

everything to assist it? Mr. Ramsay Macdonald commended the settlement and praised the temper of the employers and men. If the same good relations obtained in the future, then the last would be heard of railway strikes in ou generation. The Home Office, however, had negotiations. They made the men more Mr. Arthur Henderson, M.P., for the men. inclined to fight than to settle. He also deprecated the reckless military display.

Mr. Austen Chamberlain said if any com- employment of troops. plaint was to be made it was that the support any measures against the brutal that Mr. . Keir Mardie's attack was intimidation of non-strikers.

Mr. Winston Churchill, in reply to Mr. have led to a total lack of employment, and | precautions till order was restored. starvation, a catastrophe unparalleled in history. The emergency justified the force to protect the food supply, and he was adjourned until October 24th. convinced that he would be supported therein by the good sense of the mass of the people. It was true that some people were killed. but the Government measures averted an incalculable number of tragedies.

POTONE SCHOOL SHEDWIN ABOXINGS ly to the Zoroastrian Charity funds, and, as is sea and Sheffield have struck in sympathy characteristic of all well-to-do Parsees, no was with the non-reinstated men on the Midland

> Liverpool is unchanged, except that the scavengers have returned to work.

Furious rioting look place at Tredegar, Ebbw Vale, and Rhymney. Attacks were corn owning five hotels in Japan, and was the made on the Jewish traders. The Riot Act was read, and combined police and military charges cleared the streets. Many were sent

> In reply to numbers of questions, Mr. Churchill explained that the officers commanding troops were given discretionary powers, and they would continue to enjoy them. (Cheers, and Labour cries of "Martial

Mr. Buxton announced that a de- a practical joke. putation had gone to York with a view to

Though the representatives of the railway men are still sitting to consider comsince yesterday's Conference, everything is working much smoother.

THE COMMISSION.

The terms with reference to the Railway Commission are to investigate the working of the Conciliation Scheme of 1907, and to report what changes, if any, are desirable, with a view to a prompt and satisfactory settlement of differences.

RIOTING IN MONMOUTHSHIRE VALLEYS.

There was renewed rioting last night in Monmouthshire Valleys, and practically the with regard to parks and playgrounds for the valleys is seething with a mass of disorders. The military were called out in several

> NORTH EASTERN DISPUTE SETTLED.

The North Eastern dispute is settled, and the leaders have advised the men to resume

THE TURF.

London, August 23rd. Sunstar, the Derby winner, was scratched from the St. Leger at 1.12 p.m. yesterday.

[THROUGH REUTER'S AGENCY.] ***

ADJOURNMENT-OF-PARLIAMENT

MR. KEIR HARDIE'S CONTEMPTIBLE ATTACK.

London, August 23rd. Mr. Asquith, in a scarcely-audible-voice, moved the adjournment of the House of Commons until October 24th. He emphasised the fact that the thanks of the fewer words said about the past the better." He announced the names of the Commission appointed, viz., the Rt. Hon. Sir David Harrel, P. C. (Chairman), Sir Thomas Ellis, Secretary to the Mine Owners' Association, and Sir Charles Beale, Vice-Chancellor of Its bulletins gave offence and hampered Correspondent of the Board of Trade, and published. Mr. Keir Hardie made a violent onslaught upon the Government for allowing the

Government had not taken effective mea- | repudiated the charges that the Government sures earlier. The Opposition would heartily | sided with the capitalists, and remarked contemptible.

Mr. Winston Churchill announced that Ramsay Macdonald, vigorously defended he was hopeful of a settlement of the strike the Government's policy. If the strike had at Liverpool, but stated that Government proceeded as its organisers intended, it would | had no intention to relax military and police

The Commons have rejected, by 93 votes to the fund measures taken, which were absolutely con- 18, an amendment by Mr. Keir Hardie that stitutional. He maintained that it was the the adjournment of the House should be duty of the Government to exert its whole until the 28th inst. Parliament was

THE FRANCO-GERMAN NEGOTIATIONS.

LONDON, August 23rd. The protraction of the Franco-German

slice of the French Congo has been suggested. Though the strictest secrecy! has been observed, this information was apparently allowed to leak out in order to test public opinion, and the proposal has raised such protests in both countries that further negotiations on this basis will be

FAMOUS PORTRAIT MISSING FROM THE LOUVRE.

London, August 23rd. 'Vingis La Joconde," one of the world's most famous portraits, has disappeared from the Louvre at Paris.

It is thought that its removal is possibly

THE DROUGHT IN INDIA

London, August 23rd.

The condition of Simla is slightly more hopeful, but Rajputana and Gujerat; and most of the Punjaub are still critical. Delhi continues rainless. The military manœuvres before the Durbar are daily becoming more unlikely.

> TWO ADMIRALS DEAD. London, August 23rd.

The death is announced of Admiral Lord

Charles Scott and Admiral Cragie.

He served in H. M. S f. Jean d'Acre in the Russian war in the Baltic in 1854, and in the Black Sea in the following year; in H. M. S. The United States Consul at Antung reports whole of the upper portion of the western H. M. S. Pearl's naval brigade during the to the Hamburg American line are seen to be Indian Mutiny, 1857-58, when he was equipped with wireless telegraph apparatus of mentioned in despatches. He commanded the same system. H. M. S. Icarus from 1868-71 during the troubles in Formosa; was promoted to Captain in 1872; and was flag captain in the Flying Squadron, 1875-77. He was captain of the Bacchaste from 1879.82, in which ship Prince Albert Victor and Prince (now King) George served as midshipmen. He was Commander in-Chief of the Australian Station from 1889 to 1892 and Commander-in-Chief at Plymouth from 1899 to 1902.

Admiral Robert William Cragic entered the Navy in 1863. He served in the Kaffir War 1877-78, and in the Zulu War 1878-79, when he was mentioned in despatches," promoted, and received the medal and clasp. He received the Royal Naval College prize for steam and naval architecture in 1887, and the gold medal of the Royal United Service Institution in 1892. the same year deceased was senior naval officer at Singapore.]

[THROUGH REUTER'S AGENCY.]

THE REBELLION IN PERSI.

London, August 23rd. The Times correspondent at Teheran

THE WAR CLOUD IN EUROPE.

reports that the ex-Shah's forces have been

utterly routed at Savadkuh.

A few insurances on account of the risk of a war in Europe, were done at Lloyds nation were due to all who were contributing | yesterday, including | half-a-crown per towards peace—(cheers)—and he added, "the | cent for three months on large contract shipments of coal from Britain.

SCOTTISH HOME RULE

London, August 23rd.

The Scottish Home Rule Bill, supported by Sir J. H. Dalziel, M.P. for Kirkealdy the Birmingham University, for the Burghs, Mr. R. C. Munro Ferguson, M.P. played a most diabolical part in this unrest. employers; and Mr. John Burnett, Labour for Leith Burghs, and others, has been

PEDESTRIANISM.

London, August 23rd Reuter's correspondent at Sydney telegraphs that Holway beat Trembath for the Mr. Lloyd-George, replying, indignantly world's professional championship in the quarter-mile flat race by three yards. The time was $50 \, 4/5 \, \text{secs}$.

CORRESPONDENCE.

THE CORONATION SURPLU

TTO THE EDITOR OF THE "HONGKON ILY PRESS."

Sin,-After reading your leading article in to-day's paper it is obvious that no suitable and at the same time usoful memorial can be erected which would be equally beneficial to all the different nationalities who subscribed towards

A Public Welcome Fund is scarcely appropriate enough. There will be nothing to be seen in the Colony whatever to remind us of the great event.

We want those who will be here in a few years' time (for the nature of our European population is of a coming and going natura) to realize that we did not let the opportunity pass without doing something to show our loyalty.

Might I suggest, seeing it is scarcely practical to return a proportionate share to each subscriber-and which I am sure they do not subscribed by each nationality be made? For The exchange of Togo Land for a large instance, the German Community subscribed. say, \$7,800. Roughly, the sum or share of the surplus which would be returned would be \$2,500. With this it would be possible to erect. some small memento of a nature to be settled amongst themselves. It might be placed in the German Chapel or the Gorman Club, This would be a graceful tribute, I think, to the King and the Colony where they reside.

I might say the same of the Portuguese. Their share, about \$500, might be devoted to some small memento suitably inscribed. This or those small mementoes would indicate, in the future, that the Coronation of King George V. was celebrated in Hougkong amongst all classes right loyally. simply make this suggestion. The practical carrying out, of course, would be left to the

different nationalities themselves. I do not think it would be difficult to find plenty of openings for a disposal of the British share. If devoted to Coronation Bursaries for British children at British schools, it would be a fitting and much needed institution. enclose my card, Yours, &c.

SCOTIA. P.S.—Should the Chinese wish, they could dispose of their share amongst Chinese Hospitals or Charitable Institutions. It would also enable the British population to help along the Missions to Seamen Institution without feur of the discrimination suggested by the Chairman. Debt and lack of funds. is always a heavy handicap, and money being not too plentiful in these times of dull trade and rising rents, the surplus would do more immediate good than lying idle for an indefinite period, porhaps years.

WIRELESS ON BLUE FUNNEL LINERS.

The steamship Titan, of the Ocean Steamship. Company, Ltd., Liverpool, which arrived at Tacoma lately by the way of Suez and the [Admiral Lord Charles Thomas Montagu. Pacific, is equipped with Telefunken wireless. Dougles-Scott entered the Royal Navy in 1853. | telegraph apparatus. The other steamers belonging to this line owned by Messra. Alfred Holt & Co., Liverpool, are likewise equipped with Telefunken wireless apparatus. All the steamers of the Atlas service belonging

PRINCE OF WALES, CARNARVON!

A Court official tells of an incident of the Investiture at Carnarvon almost as amusing as that of the missing sword of State, which by some mischance failed to arrive, necessitating the using of the Chester civio sword. In the course of the memorable day, a telegram reached the l'ost Office addressed "Prince of Wales Carnarvon." It was handed to a boy messenger. in the ordinary course, and without any special instructions, and he marched off with it to the Prince of Wales Hotel, Bangor Road. The landlord opened the missive, and was aghast when he read the contents. It was a message. of congratulations and good wishes to Prince Edward on his investiture as Prince of Wales from the German Emperor. Steps were at once taken to have the telegram delivered in the proper quarter.

SUPREME COURT. Wodnesday, August 23rd. IN APPELLATE JURISDICTION. BEFORE THE FULL COURT.

AOTION FOR REVERSION OF JUDOMENT The Full Court (their Honours Sir Francis Piggott, Chief Justice, and Mr. Justice Gompertz, Puisne Judge)-reserved its decision on the motion by the Hon. Mr.. Policek, K.C. (who was instructed by Mr. E. B. Hind, Messrs. Brutton & Hett), for the reversion of the order made in the action between Li Po Kam and Li Ki Tong, alias Li Pak (appellant), that the respondent do have leave to sign final judg ment against the appellant, and that it may beordered that the appellant do have unconditional leave to defend the action. Mr. Eldon Potter, instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist), opposed the motion on behalf of the respondent.

ISSUE ON A CONTRACT.

In the action between Wilhelm Salmin plaintiff, and Houser, Eberius & Co., defendants, an issue with regard to human hair was tried before his Lordship the Chief Justice without a jury. The order was in the following terms :deny that 473.67 piculs of human hair, which it is admitted that the plaintiff worked for the defendants, is raw material within the meaning of a contract made between the parties on June 15th, 1910, it is ordered that the question be tried by a judge without a jury."

The Hon. Mr. C. G. Alabaster, instructed by Mr. D. Lewis (of Messrs; Johnson, Stokes & Master), appeared for the plaintiff, and Mr. Eldon Potter, Instructed by Mr. W. E. L. Shenton (of Messrs, Deacon, Looker & Deacon) represented the defendants.

Mr. Alabaster said the action had been set down for the trial of an issue, so the only pleading was the statement of claim endorsed on the writ, which was as follows:-The plaintiff claims the sum of \$4,211.70, being balance of homes due by the defendants under a contract in writing dated 15th June, 1910, and made between the plaintiff and the defendants, whereby the defendants agreed to pay to the plaintiff a sum of \$10 as bonus for every picul of human hair, naw material, worked by the plaintiff. The plaintiff, in accordance with the contract, worked 473.67 picula of human hair raw material, for the defendants. Counsel said it was admitted that that amount of hair was worked, and it was admitted that the plaintiff was to receive a bonus of \$10 per pioul on raw material, so the question for his Lordship to decide was whether all these piculs of human hair he worked were raw material or not within the contract.

His Lordship -- Is that the only question? Mr. Potter-It was agreed between the soli citors that there was no question of quantity. The question was whether the hair worked was raw material or not.

Mr. Alabaster, continuing, stated that in the early part of the year 1910 the firm of Houser. | the Army Advisory Board in Peking. Eberius & Co., who he believed were comminsion agents and had previously experted hair, decided to go in for working up hair as well.

His Lordship - Working up the raw material? the raw material until it had reached a stage party to a theatre, leaving the boat in charge of means of their deliverance. Having 42,000 cases known as Club hair. He understood the raw material went into America free duty: that Club hair want in subject to a duty of 20 per cent; and that wigs and things like that went in at a higher duty still. Heuser, Eberius & .Co. engaged of the Water Police hus been ordered to catch the plaintiff to work hair into Club hair. They | the thieves and restore the booty within entered into an agreement with him for one reasonable time. year. His salary for the first six months was to be \$175 Mex., and for the last six months \$225 Mex, per month, and a \$10 bonus for the working up of every picul of raw material. The firm was to defray the cost of his medical attendance, if any, and Mr. Schmidt was bound to work faithfully and conscientiously, and only in the interests of the firm. It would be proved that the craw material which was bought in this Colony was of various kinds. There were two main kinds, namely, Box hair and Bale hair. The price of Box hair varied slightly according to various classifications. Hox hair was also known as straight hair and classified hair. Bale hair was a little cheaper than Box hair, and was sometimes known as tangled, mixed or basket hair. The different kinds of hair went through practically the same process, and the finished product, so far as Heuser. Eberius & Co. were concerned, was the Club hair. It was admitted that the amount of hair which Mr. Schmidt worked was made up partly of Bale and partly of Box hair, and he would prove that the amount of commission the plaintiff actually received was more than would pay for the Bale hair alone; in fact, that the plaintiff was paid commission for both Bale and Box hair, but was not paid for the full number of piculs." gathered that the contention of the defendants

Mr. Potter-That is our contention. Mr. Alabaster said the plaintiff's contention was that both Box and Bale hair were raw material, and he would prove that the defendants had paid more commission than would cover the amount of Bale hair worked.

was that only Bale hair was raw material.

said-he-thought this was a case in which a compromise should be effected. And after hearing technical evidence and seeing the contract entered into between the parties, he felt certain that there was an amount of evidence which would make the plaintiff believe that a bonus was meant on all the hair. But the claim was too great, and he thought there had been a great mistake. He therefore suggested that the Court should adjourn to enable the parties to consider the case.

Mr. Potter said the defendants were open to. any suggestion from the plaintiff. The Court was adjourned until this morning.

MUTINY ON THE HIGH SEAS.

August 22nd.

CANTON.

THE CORROWS OF KWONGTUNG. The Seventy-Two Builds, the Nine Charitable Institutions and the Chamber of Comresidents abroad telling them of the evil times which this province and city is suffering. The letter is written under four headings, of which the first states that at least a hundred thousand persons have left for other places and that millions of dollars of native money have been put into foreign banks for safety, and that the since the fear of rebellion seized on the people become much bolder and, under the name of neither stole anything, " even of the value of a "Whereas the plaintiff affirms and the defendants | blade of grass." The third section says that in consequence of the expected rising the troops have been greatly increased, and an enormous extra expense thrown on the Provincial Exche quer. To meet this it is expected that fresh taxes will be levied, which, the letter states, the people, already crushed by taxation, will be un able to bear. The fourth part deals with the anti-gambling movement. Because the whole attention of the officials is taken up with the revolutionary movement no time can be spared for the suppression of private gambling. The circular states that in the country places gambling is openly carried on, and that in the city itself, although carried on more surrep. titiously, there is nearly as much gambling as officers to strike one of them, and immediately before. Thus the whole sacrifices made in the letter concludes with an appeal to Chinese abroad to come forward and aid their native downright refusal of duty, as the vessel land. One part of the letter is interesting as showing that the suspicion against the foreigner | less. Ultimately some of the firemen assiglted is as bad as ever. It states that Canton is not | the third engineer, whilst they also threatened a suitable place for a rebellious outbreak, because of the case with which troops and ships can reach the city to put down any rising, and then and officers discussed with Captain Perks the the fact is bemonned that should such a rising advisability of putting into the nearest port, occur foreigners would make it a pretence to The men, they said, were wasting the coal, and

CHINESE AVIATOR.

foreign interests.

of the Yan Ping District, sent a memorial to the leers deemed it unsafe to enter the stoke-Viceroy that while in America he studied avia- | hold, and for their mutual protection they tion, and had invented an aeroplane. It is now | decided to keep six-hourly watches instead of stated that this machine has been tried and rose four in order that two would always be on to a height of three ch'eung, at which elevation it made a journey of over a hundred miles. The Viceroy has recommended this "bird-man" to arrival three or four days later Cap'sin Porks

OFFICIAL'S BAGGAGE STOLEN.

Kweng Sai had occasion to come to Canton, strictest secrecy was observed as to their destinawhich he did on his own private boat, bringing | tion. This precaution, in the light of what was Mr. Alabaster said they decided to work up sundry of his family with him. He took his subsequently ascertained, was probably the four soldiers and servants. When it got dark of naphtha and benzine under his hatches, Capthieves came aboard the boat and made off with | tain Perks was fearful that the Chinese might three trunks filled with jewellery, silk clothing | contemplate some desperate act, and great was and a number of share-certificates, the whole of the relief of the officers when the Island of the value of several thousand dollars. The chief | Mauritius loomed up under the cover of night.

FIGHT IN A YAMEN.

There was a flerce fight in the Yamen of the Chief of Police yesterday between two men awaiting interrogation. Before they were separated they had managed to maul each other | men's quarters, all kinds of skilfully improvised badly, but their pugnacity was rewarded with "several tens" of strokes of a hamboo.

STRONOH MINES: LTD. A BRIGHT PROSPECT.

Considerable attention has, of late, been directed to the Tronch Mine, and to its truly remarkable production during this year. A glance at the profits for the first sevenmonths of the year shows that after deducting the amount already paid in dividends, viz., 35 per cent, the cost of new machinery for Suncei | board, their plans were thwarted by the Besi and the new ground recently acquired at Tronch, also the amount paid for the Sungei Besi Mine, the Company at the end of this month should have sufficient in hand to pay a di. | were prepared to carry their scheme, whatever vidend of 100 per cent, on its capital. We learn on excellent authority that, if nothing unforeseen bappens, the August cutput is expected to equal or even exceed the phenomenal output of last month, and that production from the old work- such a sensational experience, it has caused both ings will continue on a large scale for some considerable period, by which time the newly acquired properties should also be adding substantially to the profits from the old mine. Those who have offered the opinion that the shares stand at too high a figure and those who have been tempted by the high prices prevalent to "bear" the shares (and we hear there are quites number) would do well to reflect that if the current price were based on the Company's present rate of profit, the shares would stand at well over £10, and that however generous the dividends to be declared this year may be there must still be a considerable cash reserve remaining. The profit up to the end of July amounted to £186 000 and a very conservative estimate for the whole His Lordship, after hearing expert evidence, of the year would place the total profit well over 200 per cent. of the capital but this is likely to be considerably exceeded. remoured divised of 10/- per share appears, therefore, to be more than probable. Since the abolition of the old shaftings, the Company has been enabled to handle considerably more karang by the open cast method, and at the same time. to effect a reduction in its expenses, so that, quite spart from the remarkably rich ground now being treated in one portion of the Mine, the profits would show an increase over the average results obtained before the shafts were. done away with .- Penang Garette.

TROUBLE WITH A CHINESE CREW.

The following story is being circulated by the Imperial Merchant Service Guild:-In the early days of the past century, mutiny on merce have addressed a joint circular to Chinese | the high seas was not unknown in the Merchant Service; but at those times such drastic methods of punishment, obtained, that for well over half a century no case of any consequence has been reported. During the present century, however, mutiny at sea has again become a common occur rence, not so much with British crews, but with Asiatics. The latest incident has just been reforeigners are getting the benefit of this ported to the Imperial Merchant Service Guild money. Because of this trade is paralysed, so by its member, Captain G. J. Perks, command. the letter says, and the shopmen sit idle in ing the steamer Skerrica. belonging to the their shops with folded hands, and many bank- Clyde Shipping Company, Glasgow. The ruptcies are imminent. The second part says that | Skerrics left New York bound for Adelaide, carrying a Chinese crew comprised of 26 bands, the robbers in the country districts have and from the day of leaving that port acts of insubordination were frequently reported by revolutionists. have committed numberless the officers and engineers. Fully conversant: crimes. That these men are not real revolu- with the provisions of the Merchant Shipping tionists is evident from the fact that when Aot, and the measures of protection it affords the robels rose they did no danger to property, to seamen, the Chinese know that the most an officer can do is to log them, and this apparently troubles their consciences but little. On one occasion, one of the quartermasters, half dazed from the effects of opium, was noticed by one of the officers to be steering a most errati course. The latter remonstrated with the man, who thereupon spat at the officer, and assumed an abusive attitude... Such acts as these were almost of daily occurrence in the stoke-hold and engineroom, and after leaving Durban the attitude of the firemen became so threatening that the engineers were unable to exercise any control over them. Orders were wilfully disobeyed. coal was wasted, and it was quickly realised that the Chinese were determined to provoke an

open outbreak. It only wanted one of the there would have been mutiny. The officers anti-gambling cause have been in vain. The and engineers were as fully resolved not to afford them any justification for would then have been absolutely helpto kill the chief engineer. Matters had now reached such a serious stage that the engineers seize territory under the guise of protecting they would probably not have sufficient to carry them to Australia. After consultation the Captain decided to put back to Mauritius, then Some time ago a man named Fung, a native | 820 miles distant. From that time the engin-

watch together. The vessel's head was turned towards Mauritius on May 21, and until their had a most anxious time, remaining without sleep the whole period. A most careful watch was supplied with a coinage acceptable

Knowing that they were then near land, the officers were under the impression that the Chinese first intended open mutiny, afterwards seizing the boats, and perhaps setting fire to the inflammable cargo in the holds. That they contemplated something very desperate was subsequently revealed. Whilst searching the weapons were found. Pieces of bar iron had been sharpened to resemble spears, whilst a dagger was discovered which had been made out of an old file. The latter had two razorlike edges, and looked a very ugly weapon indeed. Nor was this all. In the steward's room they discovered a revolver and fifty cartridges, and it is probable that other members of the crew had been similarly armed. All these discoveries pointed to some very sinister design on the part of the Chinese. Fortunately for the safety of the vessel and the Europeans on Captain putting back to Mauritius, and thus arriving in port two days, at least, before they it was, into operation. At Mauritius the whole Chinese crew of 26 were paid off, and in their

> JAPAN AND AMERICAN LOCOMOTIVES.

place a number of Creoles were engaged. After

engineers and officers to be fully determined

never again to sign on a vessel carrying

Chinese crew.

The American Ambassador at Tokyo reports to the Department of State by telegram under date of June 25, 1911, that in a recent award of contracts the American Locomotive Company secured orders for five engines for use on the Antung-Mukden division of the South Manchuria Railway and for six engines for use on the Government railways in Korea. The first locomotives of the "10-wheeler" type. order for the other five has presumably been placed with Beyer, 'eacock & Co, an English firm, which competed in the bidding with the American Locomotive Company. The latter company also recently secured a large order for ocomotives for use on the Imperial railway: Japan. This latter order calls for 30 of the Pacific type and six of the A allet type.

THE MORPHIA AND COCAINE TRADE.

Septembor.

A study of the Customs statistics for 1910 reveals a state of offgirs regarding the import of cocaine and morphia that is far from reassuring, remarks the Peking Daily News, and seems to confirm the belief that the abuse of the two drugs is on the increase in China. As much as 36,533 ounces of cocnine was sent to China in 1910, as far as the knowledge of the Customs goes. Of this very large quantity, Hongkong imported five-sixths, namely, 29,385 ounces. Germany was also a very heavy importer, being credited with 6,865 cz. Some 175 cz. came from Belgium, 70 oz. from the Russian Pacific ports. and Japan closed the list with 38 cz. Archduke Leopold, her brother, and to the

Since the closing of the ports to cocaine, the quantity openly imported has, we are informed very much decreased, only some 96 oz, being reported by the Customs for the first quarter of

In the case of morphia, China imported 860 oz., in 1910, the principal sources of suppl being Great Britain, Germany, Russian, Pacific ports and Russia and Siberia. For the first quarter of this year the amount of morphia recorded as imported comes to 185 oz. There is little doubt that the use of the hypo-

dermic syringe, especially in the northern parts of China, is not uncommen. Missionaries and others inverseported from time to time of the prevalence of the morphia habit, in the case of Manchuria, although declared import of morphia is quite small the widespread indulgence in the drug can point to one conclusion, namely, extensive

A recent telegraphic dispatch stated that the the tremendous sacrifice of revenue from its Outh at all production of opium, if China is willing to per mit the import of morphia and cocaine. W think we are voicing the sentiments of the Chinese Government and the people when we say that the effective regulation of the import of these two druces by an international arrangement, so as to do away with all chances of emuggling, will be welcomed.

COÏNAGE REFORM IN CHINA.

SCHRME MAY BE HALFWAY MEASURE. "

The Japan Times published the following from its Tsinanfu correspondent:-Popular confidence in official methods of finance is as weak in China to day as it has ever been. At the present moment a "run" progress on the Provincial Government Bank. and everyone owning a note emanating therefrom is hastening to change it into solid coin. No other native banks are included in the panic. though of course even a temporary suspension of payment by the Government Bank will shake all the others.

The origin of the trouble is a rumour, which sprang "from nowhere" this morning, to the effect that in two or three days the Bank would be closed: the inference was that the Government would then repudiate all outstanding notes. Looked at from a Chinese point of view such a story is by no means absurd. Private banks do that sort of thing frequently; there has been much talk of making the "Ta Ch'ing Bank' the only Government institution of any sort closing all others, and officials who will repudiate their own coinage would surely have no scruple about repudiating paper money.

I cannot profess to be deep in the councils of the great foreign banks of the Far East perhaps if I were my doubts might be resolved, but they seem to have acted with much precipitancy and overflowing faith when intimating that they are prepared to accept the promised new coinage. The regulations under which it is to be issued are very beautiful on paper. If they to the needs of the large merchant and the small buyer. The only possible paper improvement would be the introduction of a gold standard, and the desirability of that is a matter in dispute among economists.

The crux of the whole lies in "If." matters stand at present there is no guarantee that the mints will turn out coin up to the legal standard of flueness, or that the Board of Finance will not "hocus" the whole scheme by allowing the market to be flooded with subsidiary coins, on the making of which there will be a large profit. It is very fine for the Peking authorities to make regulations for local officials, but it-is another matter to enforce them.

No doubt the banks will send home samples of dollars for assay in the future as in the past, but if these are found defective in silver, or if an excess of subsidiary coin has been issued. the defence of the Board of Finance may be predicted in advance. It will be that false coiners have been at work. That has repeatedly been made the official excuse for the excessive number of bronze " 10 ca-h " pieces now on the market

"Vast quantities have been surreptitionaly made and introduced from Japan," is the statement made by the very men who were in charge of mints that ran day and night turning out these coins. They seem to have managed to believe their own lie, which is perhaps not such a very uncommon human trait.

BASEBALL V. LACROSSE.

That lacrosse is on the decline in Canada no

one can gainsay, says an Eastern exchange

quoted in the Daily Colonist of Victoria, British

Columbia. Professionalism and baseball have combined mortally to wound what we were once proud to call "Canada's National Game." fessionalism has not killed baseball, for this one reason, that no seriously organised attempt has ever been made to separate the amateur from the professional. If any such attempt had been made it would have been a herculean task. Baseball is especially democratic. Go-as-you-please has been and is the order of the same, with the result that the intense bickering that has characterised is not the only reason for the decline of lacrosse. Whereas for virtually a few cents the elementary instruments for playing baseball can be secured. lacrosse involves the expenditure not only of more dollars, but requires a much larger space. Another drawback is the lack of youthful players. Time was when hundreds of youngsters could be seen handling the netted stick and a ball. Now such a thing is a novelty and when it does occur causes note. All over the land there is a dearth of good young the risks submitted to them.—The Times. blood. Players are in the professional ranks that should long ago have been relegated to obscurity, but lean, hungry, and poor of shank, they are hanging on, although their limbs are stiffening and their breath continually award represents one-half of a purchase of 10 comes in gasps. It is useless to sigh for by gone days. It is useless to moralise over the men that once played the game, and are no prominent in the country's life, over, for ins tauce, the principal officer in Canada's Army and several members of the country's various Parliaments. It is useless to dwell upon the fact that the game, is not encouraged in the public schools as it might have been and should be It is useless, we say, to dwell on these things.

One, more version of the disappearance of the Austrian Archduke Salvator, better known as Johann Orth, is given by Louise of Tuscany, the ex-Crown Princess of Saxony, in a book which Mr. Eveleigh Nash will publish in

TO RETURN AFTER THE EMPEROR'S DE TH.

The Archduke was Princess Louise's uncle, and she has a vivid recollection of the last occasion on which she saw him. He-bad-had-flerce quarrels with the Emperor Francis Joseph, it is stated, and after one of them he came to Salzburg, where he said to the

Crown Princess herself: "I am about to disappear, my dear children, I shall do so in such a manner that no one will ever find me. When the Emperor is dead, will return, for then Austria will require my

The Archduke and the Crown Princess were greatly affected by his words, and at his leave taking he said, "Never believe that I am dead, for I will return one day and we shall

Johann Orth purchased a sailing vessel, the Marghareta, and sailed for La Plata with a crew of Italian sailors. At La Plata, he discharged his crow and made arrangements to sail for Valparaiso, with a fresh crew, in July, 1890. From that time neither he nor his vessel has been heard of again.

it is, however, stated in the book that the paid off crew and also one of the ex-chief officers who had seen the Marghareta leave La Plata all bore unshakable testimony that the man on

STRAITS SETTLEMENTS (BERTAM) RUBBER COMPANY.

The ordinary general meeting was held last month at Winehester House Sir West Ridge-

way (Chairman) presiding. The chairman moved the adoption of the report. He said that the operations of the company for the year had resulted in a considerable profit, and while the gross income was considerably larger than that of last year, the net balance on profit and loss account was a little smaller, owing to the higher cost of labour, which they had experienced in common with practically all the other rubber estates, and also to their having charged the profit and loss account with a considerable expenditure on coccanut development Bearing this in mind and the fact that the price of rubber had fallen very largely during the period, the result must be considered satisfactory. Of the total area of 12,961 acres there were 3,312 acres under rubber, upon which were planted 468,000 trees—an increase of 332 acros and 47,000 trees. The manager's estimate of the production of rubber for the year was 150,000lb. They were about 6,000lb, short of that figure-a result which he thought was entirely due to the drought and also to an outbreak of smallpox. The whole of the production was obtained from under 56,000 trees, a considerable number of which were only brought into tapping during the last few months of the year. He though they might safely estimate that 15,000 additiona trees would come into tapping from now unt

With regard to the current year's production, the manager anticipated an output of 200,000lb. The realisation of this amount depended to a certain extent upon the labour supply, but the board believed that with the arrangements that were being made, there would be an ample supply of tapping coolies available. A considerable portion of this production would be delivered under forward contracts, in respect of which they had still are strictly carried out China will soon be to deliver about 11 tons of rubber at 11s. per lb. during the remainder of this year. This An expectant Taotai named Shun from kept over the movements of the Chinese, and the over the Empire and well suited alike would largely affect their average price of rubber during the next financial year. Every penny added to the average price per lb. re- PRINCES PLATE. sulted in an increase of profit of £833 on the company's estimated output. If they were able to keep their average sale price at the figure at which it appeared in the present accounts there was every indication of a substantial increase in dividend next year.

December, and a further 15,000 trees during the

first three months of next year.

FAR EAST TO EUROPE.

A telegram from Harbin published in the Japan papers says :--

The Russian Railway authorities contemplate inaugurating a special express service between Europe and the Far East, which will be connected with the German railway. The principal object of the new service is to carry Japanese silk and other valuable merchandise to Germany and other European countries in such a way that the consignments will not be subject to pilfering. These goods are at present forwarded to Europe by steamers....

THE MARINE INSURANCE MARKET

THE RIGHT TO CLAIM DISCLOSURE.

underwriters in the London market have now is a natural temptation to go one better than signified their willingness to waive their rights, under the Gunford decision, to full disclosure of the amounts effected on steamers, against Company. There has apparently been no the risk of total loss only; as far as existing need for undue haste in finally determincontracts are concerned. At first the market ing the dimensions of the ship. Consewas far from being unanimously convinced of | quently there has been the opportunity of purthe wisdom of what has been humorously de suing a "wait and see" policy, with decidedly cribed as "whitewashing the past," but the interesting results. In the case of the Olympic view has gained ground that it was better for a | and the Titanic the length over all is 882ft. 9in. new leaf to be turned over when the contracts and the length between perpendiculars 850ft. come forward for renewal than that a certain The Hamburg-American figure is an advance amount of confusion should be created by using on these, just as the Cunard figure now carries the Gunford judgment-to cross out in the matters slightly further still. ledgers contracts already accepted. A large number of owners of their own free will have chosen to make disclosure to the underwriters of | Cunarder will bring us a little nearer to all the sums effected on their vessels, and no that stage, and will thus emphasise the lacrosse has been avoided. But the foregoing betrayal of confidence is involved in saying that lesson which is speedily being pressed upon some of these disclouses have been very extithe attention of the harbour authorities Another and a prime cause is its requirements, traordinary indeed. A very able section of on both sides of the Atlantic. But while opinion, in fact, deliberately holds the view that | cooper or later the whole question of the insurances effected on "disbursements" will have to engage the serious attention of owners, brokers, and underwriters. There certainly appears to be rather a wide gulf between the generous spirit in which marine underwriters conduc their business and the close scruting with which managers of other insurance departments scan

SINGING IN THE BRITISH ARMY.

Efforts are once more being made at Aldershot to encourage singing among the troops, a custom almost universally practised foreign armies as tending to keep up a cheerful tone on the march and in camp. The Naval and Military Musical Union has now intimated to the Aldershot authorities an offer of the Smith Derrien Soldiers' Home to present a cup for an anual singing competition by units, and Lieutenant-General Sir H. L. Smith-Dorrien has directed that steps shall at once be taken to ascertain to what extent units would enter for the proposed competition.

INTIMATIONS

Eight Bare Patches on Child's Head. Skin Raised, Crusted and Irritated, Afraid of Losing All Her Hair.

Cured After Using Box of Cuticura. Ointment with Cuticura Soapar

"I am pleased to say my little girl's head is completely cored after using one box of Cuticura Ointment and also washing her head with Cutteura-Soap, -- You-would like to know about the case, I am sure,

"It started first by her halr coming out in combfuls, leaving a spot about the size of a shilling. The skin looked raised and crusted became very anxious when I saw clicht different bare patches on her head. I was afraid also was going to lose all her hair. I tried two well advertised remedies and they did no good, so I took her to a skin hospital. The doctor told me it was ringworm and to keep her from school, which I did. I attended the hospital with her for seven weeks. I used two large boxes of the cintment which they prescribed, on her head every week and she had to wear a black calleo cap. Her poor little face became swollen and red wherever the cintment touched it. 'One day I sent for a box of Cuticum Ointment. After thoroughly cleansing her

head of all the old ointment. I started in with the Cuticura. The second dressing with it seemed to take the irritation away. and soon we saw an improvement. Before had quite finished the hox bl Cuticura Ointment, her head was quite clear and the hair growing over the hald spots. Now her hair has grown beautiful and long, with nothing but the Cutieurs Continent and the Cutleura Soap, with which I wash it."
(Signed) Mrs. Noon, 3, Grey Rock St., West:
Derby Rd., Liverpool, Eng., May 23, 1910.
The Cutleura Hemedles affords the most
economical treatment for the skin, scalp and hair from infancy to age. A tablet of Cuticura Soap and a box of Cuticura Clintment-age often sufficient. - Sold throughout 🕰 Busine. Post-free, Hooklet, on skin diseases.

Selection of Goods from

LONDON,

Comprising :--

PRESENTATION PLATE

TEA SERVICES,

TABLE WARE.

CUTLERY, KNIVES FORKS.

DRESSING CASES with

SILVER FITTINGS, LEATHER HAND BAGS,

and WALLETS,

RAZORS.

THE BIG CUNARDER.

It has always been expected, says a London paper, that the Aquitania, the new Cunarder, would represent a substantial advance. Therefore the news that she is to be over 900ft, in length, or some 10ft. longer than the two laviathans which the Hamburg America Com-It is understood that nearly all the leading | pany are building, will create no surprise. There your neighbour's biggest ship, and in this case time has been on the side of the Cunard

> The 1,000ft, ship has been regarded for some time past as shortly due to arrive. The new the question of length is an important factor the determining feature, f-on the naual standpoint of comparison, is the gross tonnave of the ship. No definite statement is forthcoming as to the probable tonnege of the Aguitania, and it is not quite clear as yet what the tonnage of the Hamburg-American liners is to be. Conceivably the Germans may still have the biggest ship in the widinary acceptance of the word, An interesting feature of the new Congresor, it is said, will be the utilisation by intermediate turbines of the steam from t e high-pressure

We hear, says Truth, than Lord Knollys will resign his office as principal private secretary to the King in the course of a few weeks. It was his wish to retire twelve months ago, but he consented to retain his post nutil after the Coronation in compliance with the earnest request of the King. Lord Keollys has been a prominent figure at Court for over forty years. Lord Stamford am (Sir Ar har Bigge) will become principal private secret ry to the King. with Sir Frederick Pensonby and Major Clive Wigram as his assistants:

continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is mited. Only supplied for Cash.
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NEW ADVERTISEMENTS

WANTED.

Y a GERMAN, Board and Residence in English Private Family (Kowloon or Hongkong). Please apply to-

Care of "Daily Press "Office, Hongkong, 24th August, 1911.

HONGKONG GYMKHANA CLUB.

THE FOURTH GYMKHANA MEET-ING. POSTPONED from the 19th inst. will be held o SATURDAY, the 26th instant, commencing at 3.30 P.M. REGINALD F. C. MASTER,

Hon. Secretary and Treasurer. Hongkong, 24th August, 1911. [1067

NOTICE.

TT IS HEREBY NOTIFIED that Tenders will be received at the Sanitary Board Office until Noon of TUESDAY, the 29th day of August, 1911, for alterations, etc., necessary to convert Kowloon Railway lighter No. 3 into a Sanitary Department lighter.

Specifications can be obtained at the Sanitary Board Office, 2nd Floor, New Post Office Repairs to be executed to the satisfaction of the Government Marine Surveyor.

The successful tenderer to be responsible for the lighter while under repair and to specify a time within which the repairs will be completed. The Government does not bind itself to accept the lowest or any touder.

W. BOWEN-ROWLANDS. Secretary, Sanitary Board. Dated 22nd August, 1911.

WANTED.

ASSISTANT COSTS CLERK previous experience. 🖜

DÉACON, LOOKER & DEACON, 1. Des Voux Road, Hongkong, 14th August, 1911.

NEW ZEALAND GREEN-STONE

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, Mailed direct to you for 10/-. Write to-day.

B. WEINGOTT, Dept. J. Wanganui, New Zealand.

ITALIAN MARBLE.

MI ONUMENTS, . FIGURES, HEAD. STONES and CROSSES in Stock at-BROWN, JONES & Co., 41. Morrison Hill Road. Hongkong, 1st June, 1911.

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> Nothing better than the best. We keep it,

Do you want it? FOUR BRANDS!

FOUR PRICES

Fresh, Sweet, Firm and cold as ice.

THE. DAIRY FARM CO., LTD. [36]

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PEDDER ST. (Hongkong Hotel Building), Dealers in DOSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS,

CIGARS, BOOKS, &c. Just Received a Selection of Postage Stamp and Post Card Albums, Artistic Mosaic Pictures made of used Postage Stamps.

Inspection Invited.

[891

Silver

ON SALE.

ONGKONG HANSARD REPORTS LEGISLATIVE COUNCIL Fession 1910.

REVISED BY THE MEMBERS.

PRICE

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

PUBLIC COMPANY

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1911, at the Rate of TWO POUNDS STERLING Per Share of \$125 is Payable on and after MONDAY. the 21st August, 1911, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants. By Order of the Court of Directors,

N. J. STABB, Hongkong, 19th August, 1911.

INTIMATIONS

THE ROYAL HONGKONG GOLF CLUB

TOTICE IS HEREBY CIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the ROYAL HONGKONG GOLF CLUB will be held at the CLUB HOUSE, HAPPY VALLEY, at 6.30 P.M. on WEDNESDAY, the 30th August, 1911, for the purpose of considering and (if thought fit)
passing the following Resolution, viz.:—
That the Committee be and they are hereby

authorised to raise a sum of money as may be decided upon and for the purpose of securing the same to issue debentures bearing interest at 6 per cent. per annum and charged upon the undertaking and general assets of the Company, to be in such form and to contain such provisions as the Committee may deem expedient. Dated this 19th day of August, 1911.

By Order, G. CLOSE, Lt. Col., R.E., Hon. Secretary. Hongkong, 22nd August, 1911.

CONCERT.

GRAND PROMENADE CHARITY CONCERT, on behalf of the family of held on the Volunteer Parade Ground, on

Headquarters.

By kind permission of Lieut.-Colonel L. A. H. HAMILTON and Officers the Band of the 1st K.O.Y.L.I, will sttend. Hongkong, 15th August, 1911.

THE ESTATE OF the late Mr. CHOA CHUNG HOWE, Deceased,

OTICE IS HEREBY GIVEN that Creditors of the above Estate are requested to send in particulars of their respective Claims against the same to the Undersigned on or before the 21st day of September, 1911, after which all further Claims will be excluded. Creditors. Preference given to Applicants with failing to send in their Claims in time, do so at their own Risk.

CHOA CHOO MOON. Agent for CHOA LIM SZE, Administratrix of the above Estate. No. 36, D'Aguiler Street, Hongkong, Hongkong, 21st August, 1911. [1053]



ATITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIM'S OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAMAZUTA. SAYO SHINNEW and KAMIYAMADA, Collierics.

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Agencies:— YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messis. GEARING & Co. MANILA: Messrs, MACONDRAY & Co. SINGAPORE: Messrs, Borneo Co., LTD

For Particulars, apply to Y. SHIBUYA.

Manager. No. 2, Pedder Street, Hongkong,

Hongkong, 10th August, 1911. ON SALE.

A TABLE OF THE

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On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of

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PROGRAMME. BELIEVE IS FILLIS' MOTTO. WE SELL TONS OF AMUSEMENT. Where others Sell ounces.

POPULAR PRICES PREVAIL.

Booking Plan at ROBINSON PIANO Co. D. B. McPHERSON, Manager. Hongkong, 23rd August, 1911.

TO-NIGHT! TO-NIGHT HIPPODROME CIRCUS & MENAGERIE. LOCATION :- CAUSEWAY

LADIES GENTLEMEN LIONS, TIGERS, ELEPHANTS, BEARS, Animals MONKEYS, HORSES, PONIES AND DOGS, &c. / Animals

NEXT MATINEE-SATURDAY, AT 4.30 P.M. Booking Office at ROBINSON PIANO Co. Hongkong, 24th August, 1911.

AUCTION

PUBLIC AUCTION.

TARTICULARS and CONDITIONS of L the letting by Public Auction Sale, to the late Private W. F. TAYLOR, Infantry be held on MONDAY, the 28th day of August, Company, Hongkong Volunteer Corps, will be 1911, at 3 P.M., at the Offices of the Public Works Department, by Order of His SATURDAY, the 2nd September, 1911, at | EXCELLENCY THE GOVERNOE, of One Lot of CROWN LAND at Conduit Road; If wet the Concert will be held in the Drill in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Tickets \$2 and \$1 can be obtained from CROWN RENT to be fixed by the Surveyor Messrs. Kelly & Walsh, or from Volunteer of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale. Registry.	Locality	Boundary Measuromen	Contenta So. feet.	Apnual Rent.	Cyset Price.	
1889	Ride of Road L. 949.	5. 8. F.	w.		6	8
Inland t No. 19	Pit Rich	feet feet feet	feet			
E to 1	On South & Conduit	525 358 205	295	123,600	852	18,540

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TO LET. FFICES on Ground and First Floor in Chater Road. Very central position. No. 7, DUDDELL STREET, 1 Godown. "KELLETT CREST," No. 66, PHAK. No. 9. BEACONSFIELD ARCADE

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The EYRIE, No. 13, Peak, newly Painted and Colour-washed. BEACONSFIELD. No. 57, PRAYA GRANDE, Macao. FOR SALE.—Ton CREST, at Peak, com-

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FOUR ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon, Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of

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TO LET.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop | per annum on the daily balance. at the door. Ales New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to-THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD.

TO LET. ODOWN, No. 4, New Prays, Kennedy

Hongkong, 14th August, 1911.

Apply-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st August, 1911.

TO LET. NTO. 3, ROSE TERRACE, Kowloon. Rent \$60 per month. Apply to-BARRETTO & Co. Hongkong, 22nd August, 1911.

BANKS

HONGKONG SAVINGS BANK.

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BANKING CORPORATION. N. J. STABB. Hongkong, 24th January, 1911,

ATEDERLANDSCH-INDISCHE HANDELSBANK. (NETHEBLANDS INDIA COMMERCIAL BANK).

Езтавывные 1863. Authorised Capital F1, 15,000,000 (£1,250,000) Paid up Capital F1. 12,401,050 (£1,033,421)

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"THE-WILLTAMS DEACONS BANK, Swiss Bankverein. BRANCHES AND AGENTS all over the

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:— 12 months 4% per annum.

6 do. 312 C. WOLDRINGH, Manager, No. 8, Des Your Road Central. Hongkong, 15th August, 1909.

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ... Yen 6,250,000 Reserve FundYen 2,620,000 HEAD OFFICE: TAIPEH, FORMOSA,

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HONGKONG OFFICE: 3. DES VEUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application. K. TSUDZURABARA, Manager.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000 RESERVE FUND ... Gold \$3,250,000

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For 3 GEORGE HOGG, Manager. No. 9, Queen's Road, Central Hongkong, 21st February, 1911.

THE WOKOHAMA SPECIE BANB

CAPITAL PAID-UP ... Yen 24,000,000 RESERVE FUND .. 16,850 000 Date 13th March, 1911

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TAKEO TAKAMICHI. Manager. Hongkong, 13th March, 1911.

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On Fixed Deposits for 12 months 4 per cent; WM. DICKSON Manager. Hongkong, 2nd May, 1911.

BANKS

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G. Balloch, Esq. Andrew Forbes, Esq. G. Friesland, Esq. C. S. Gubbay, Esq. CHIEF MANAGEB: Hongkong-N. J. STARR.

MANAGER: Shanghai-H. E. R. HUNTER. LONDON BANKERS: LONDON COUNTY AND WESTMINSTER

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gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese

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Acting Manager. Hongkong, 14th July, 1911.

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BANK, LIMITED.

For 12 months, 4 per cent. per Annum.
N. J. STABB, Um Manager Fongkong, 21st August, 1911.

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NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND

SINGAPORE.

FIRE Steamship

having arrived from the above Ports, Consignees of Caugo are hereby informed that their Goods

will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 1 P.M. of the 23rd inst. will be landed at Consignees risk

and expense. Consignees of Cargo from SINGAPORE AND PENANG are requested to take 1M. MEDIATE delivery of their goods from along. side, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees's risk and expense.

No Fire Insurance has been effected. Bills of Lading will be con tersigned by the nndersigned. DAVID SASSOON & Co., LAD.,

Hongkong, 21st August, 1911.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

having arrived, Consignees of Cargo are hereby | said to be able to do for cases of nervous debility informed that their Goods, with the exception of |, and exhaustion. I began to take it after nearly Opium. Treasure and Valuables, are being landed | four years' enforced idleness from extreme deand stored at their risk into the hazardous and/or | bility and felt the benefit almost immediately. extra bazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. Kowlcon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining. undelivered after the 28th met. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 9.37 A.M. All Claims must reach us before the 1st

Sept., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 21st August, 1911.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 2 P.M. of the 24th inst. will be landed at Consigness risk

and expense Consignees of Cargo from SINGAPORE and PENANG are requested to take IM-MEDIATE delivery of their Goods from alongeside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD., Hongkong, 22nd August, 1911.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

Undersigned.

"BUELOW." having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazard ous and or extra hazardons Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all goods remaining undelivered after the 29th Aug will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 29th Aug., at 930 A.M. All Claims must reach us before the 3rd Sept., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

NORDDEUTSCHER LLOYD. MELCHERS & Co., General Agents Hongkong, 22nd August, 1911.

JAPANESE SANITATION IN WAR.

Purich's old and trite, but nevertheless true, saying: "Is Life worth living?-That depends upon the liver," applies more to residents in China than to anyone else - only those who suffer know how very much more. And yet there is no reason why this should be so, why a man should not be just as fit in China as in the home do not regulate life in accordance with the changed conditions of tropical countries. To be well and to keep well requires the greatest care and discipline. In a country like Chins, where the extreme heat makes so enormous a difference to the functions of the human body, it is essential to life that the requirements of the body should be regulated with more than ordinary care. But if we keep the digestive organs healthy and the nerve machine in good working order, one can be as well and healthy in the tropics as in Piccadilly. And we can do so, for medical science has evolved a substance that, whilst easily digested, contains in happy combination the two vital properties for nourish ing the body and for stimulating and feeding

Sanatogen, the nerve food, is almost univertific food. Readily dipostible -so much so that its use in the acute stage of typhoid fever is practised by many physicians with a high nutritive value, almost every atom of it being absorbed and assimilated, rich in that necessary element of all the tissues of our body phosphorus. Sanatogen forms at once an almost perfect and complete diet for the low-power system which most residents in China possesse. Used in time it will prevent that devitalisation of nerves and indolence of digestion, respiration, circulation, etc., which all dwellers in tropical climates know and dread to much.

Mr. Hali Caine extols its virtues: "Whitehall Court, London, S. W. "My experience of Sanatogen, has been

that as a tonic nerve food it has on more than one occasion done me good.

Even when one of the numerous insidious tropical diseases has gained foothold, Sanatoren, according to medical testimony, is a power with which to dislodge the for, if scientific theory and actual practice in the case of enteric and other fevers have any weight at all. The author of a paper in the Indian Medical Gazette December, 1906, entitled, "The Maintenance of Health in Tropical Climates," states this opinion: "For residents in tropical climates suffering, from general debility, the best and most readily assimilable food is a combination of casein with glycero-pho-phates. This cannot be prescrited as an ordinary mixture, pill, or powder, but for some years past I have used the preparation known as Sanatogen, which composed of 95 per cent. of pure casein and 5 per cent. glycero phosphate of codium. I have used Sanatogen on a large scale, and have every

reason to be satisfied with the results obtained. This is only one of over 14,000 written endorrements from physicians. If any further proof were required, it is to be found in the vest number of letters from distinguished men and women who have themselves derived benefit from the use of Sanatogen.

Madame Sarah Grand, the distinguished authoress, writes :

"10, Grove Hill," "Tunbridge Wells." ' I am glad to be able to tell you that Sana togen-has done everything for me which it And now, after taking it steadily three times day for twelve weeks. I find myself able to enjo both work and play again, and also able to do as much of both as I ever did."

Sanatogen, which is a fine white powder, put up in bottles, and can be obtained from al

chemists. An engrossing booklet, containing matters of vital importance to well-being in the Tropics, has recently been issued. It is from the pen of a physician long resident in the Tropics, and is entitled, "How to keep well in tropical climates." It should be in the hands of all desirons of knowing how to set well and keep well. copy can be obtained, free of charge, from Messrs, A. Watson & Co., Hongkong, from whom also Sanatogen can be purchased. Send a postcard to-day, mentioning the "Honokone DAILY PRESS.

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insomnia, and nervous diseases in adults.

IN CAPSULES, IN WERE, AND IN SYRUP

and shildren.

In an interesting article in the Medical Record an American army officer discloses some remarkable facts regarding the Japanese lesses during the late war which are strikingly different to the other stories which have been to'd of

the extraordinary immunity from disease of the

Japanese troops as a consequence of the elabor. ate precautions taken by the Japanese medical Lieut Col. Charles E. Woodruff, Medical Corps, United States Army, who is now stationed in the Philippines, is the authority for the statements appearing below. He is one of the foremost

senitarians in the world and a brilliant and

forceful writer on medical topics. " Analysis of the Japanese deaths from disease and bullets in their late war," he says it the Medical Record, "has been hitherto based on surmises, for little definite information has ever been divulged as to how many soldiers were in the field. From a reliable source it has recently been learned that they have at last given out statistics which permit a more accurate. comparison with other wars. The following

are the latest official figures :-Killed and died of wounds Died of disease The following had formerly been reported:-Died of wounds Died of disease Total

"Others had stated that about 29,000 had died of disease, with a total of about 86,000 deaths. "There were 938,995 under arms during the entire war, with an average strength of 350,000.

At the end of hostilities 375,218 were at the front and 213,615 with the lines of communication and bases, a total of 588,833. It has previously been assumed that they had 1,200,000 under arms, and that 'nearly 800,000 were with the colours at its close, and even that they had an average strength of 800,000.

"From 1861 to 1865 we had about 2,000,000 different men under arms, and much more than 2,500,000 enlistments, counting soldiers who re-enlisted. Grant had over 300,000 in the vicinity of Virginia alone, and the armies throughout the country totalled about 1,000,000. That is, our war strength was almost exactly double the Japanese.

"They were actively engaged about eighteen months, their deaths from wounds amounted to 3,364 per month, or, relatively, 3.16 times ou monthly battle losses in the forty-eight months of the civil war, when we had 2,128 per month, or a total of 107,030, including a third of the 24,184 who died of unknown causes. This shows how fierce the fighting in Manchuria really It had been previously reported that they outright in their eighteen months, while in the whole civil war there were 44,238.

"The Japanese deaths from disease were 1,47 per month, which is 35 per cent. of our civil war rate of 4,215, or a total of 202,339, including two thirds of the 24,184 deaths from unknown causes. Considering the fact that they campaigned in a northern climate to which they were snited and where disease is not a strong factor in the sparse population, while we fought in the South, where the Summer climate enervating to Northerners, and where typhoic malaria, dysentery, hookworm, and other infections were very prevalent in a dense population, as at present; and considering also that long wars are notoriously sickly, the Japanese results

are bad. "Furthermore, there was no science of sanifation in 1865. It is quite evident, therefore, that they found it impracticable to apply modern sanitation at the front, or if they attempted it infections are unavoidable in such unnatural conditions of living. We really do not know what they did at the very front, for no foreign observers were permitted there. A great deal of nonsense has been written about their superhuman success in preventing sickness, but as a matter of fact they had an nuknown but enormous amount of beri-beri, which is their

special bête noir, like typhoid to us. "Beri-beri has been reported as one-fourth of all the sickness, and some estimate that 16 per cent. of the soldiers bad it. Moreover, though it was formerly reported that there was 'only 236,223 'sick' admitted to hospital, the pregent official figures are 479,842 for all cau-es, or more than half the total strength, which indicates much illness, even making liberal deductions for the unknown number of wounded,

formerly said to be 173,425. We have no means of comparing these figures with our own, for one Japanese Surgeon-veneral reported that their records do not include soldiers treated with the troops, but only those sick enough to be sent to the fixed hospitals. Our statistics are of the 'sick report,' not boscase and include every soldier excused from any part of his military duty. even for a sprained wrist which prevents drill for one day, and the vast majority of the 'hospital' cases are trivial. As it is very difficult for a soldier to pass a year without several minor illnesses or accidents, preventing duty a few hours, our yearly sick report is always more than the total strength even in garrison, and in war, of course, it is more.

"Every man may be two or three times on sick report in the year without indicating serious illness. Fut it is fair to presume that the serious cases were about the same proportion in both wars. Some years ago the Japanese reported 27,158 'infectious' cases, whatever that means. It has been stated that in our Spanish war up to September, 1898, we had 22,000 more hospital admissions than the Japanese army of 1,200,000 in their campaign of nearly two years, all of which is now seen to be grossly erroneous. With an average strength of 250,000 we had about 258,000 sick of all grades in four 350,000, had nearly half a million serious 'hospital' cases in eighteen months.

lost 3.37 per cent. by bettle and 186 per cent by disease, but the Japanese lost 6.5 per cent. by battle injuries and 2.8 per cent. by disease, and in the long civil war we lost 55 per cent. by injury and 10.1 per cent. by disease. In the Spanish war, 275,717 soldiers, 293, or one-tenth of 1 per cent., were killed, and 2,565 or nine-te the of 1 per cent., died of disease and even if we include later deaths which could be laid to the war there were only 1.3 per cent, or 3,681. We do not know what her the Japanese 2.8 per cent. includes these later deaths or only those dying during actual hostilities. In the

whole year 1898 we lost 2.60 per cent. "The diminution of the proportion of death from disease to those from injury in the Japanese Army may thus be due to increase of deaths by bullets or decrease of deaths by disease. The

lutter has been assumed to be the case, though | as an actual fact these latest returns show that the former is the only reason. For instance, considering the battle losses the same in the civil and Japanese wars, for every 100 killed we had 200 die of disease, but they had only 43, two-ninths of our rate; but considering the disease deaths the same in each case, for every 100 such we lest 50 by bullets and they 228, or four and one-half times our losses. In a war with few battles the disease deaths may be many times those of battle and yet the army be far healthier than the Japanese. That is why our Spanish war cannot be compared with the Japanese, with its twenty-one big battles and fifty little ones.

"It is better to take the civil war, where our monthly battle losses were approximately 1 per 1,000 soldiers, compared to the Japanese 3, and our disease losses 2 per 1,300, and the Japanese 1.5. In the Spanish war the troops were in camp an average of about six months, at a very low estimate, and it is safe to say that in that time the month'y losses were 1.5 per 1,000, or exactly the Japanese rate, and this in spite of campaigning where there were epidemics of yellow fever, dysentery, and malaria,

There official figures are vastly different from the wild assertions made in the beginning of the Japanese conflict, as to their revolution of warfare by the total elimination of disease. While certain journalists and doctors liave been foaming at the mouth over the losses in ou Spanish war in epidemic tropical territory, they 60.542 have nothing but hysterical praise for the 26 581 | Japanese who now acknowledge identical losses in northern, healthier country, and who should

1900 in similar circumstances was far less deadly. "As it has been repeatedly shown that practically all our losses were due to disease, and necessarily many times the deaths from ballets, the County Council's Tramways and Improveany further statements that this comparison nlone indicates worse conditions than the Japanese are disingenuous misinterpretations. It has been remarked that there were 'nearly 22 Japanese battle casualties to 1 from disease, while we had nearly 14 from disease to one suburbs the traffic problems of the Metropolis from casualties, and the writer asked, was there ever before such a record of diserace?' His figures merely show that they had 35 times as many battle losses and are in the same disgrace as to disease, if it was a disgrace, a subject we cannot discuss for some years.

worse. Military observers have reported same time the rush from the outskirts to the wides read neglect of ordinary sanitary centre in the morning and back again at night precautions among the Japanese, and such as was greater than ever along the highways, would have wiped out troops in the tropics, as in | partly because the people in the Metropolis as a the French Madagascar campaign, where 5,600 | whole had multiplied and partly because died of disease and only 101 were killed by the the electric tram-cars were extremely enomy, for they had bad sanitation and no bat- popular. A'l these new conditions added to the ties. In some respects the Japanese results danger of the streets. There were 367 persons were worse than the Russian, particularly in the | killed and 17500 injured by street accidents in percentage of recoveries due to poorer hospital | the Metropolitan area last year, and it was clear facilities. We must, therefore, be prepared for | that us far at least as the suburbs were concerned the final reports on both sides, which now seem | precautions which were good enough a few destined to show that the Russian losses were | years ago were quite insufficient now. less in every respect. The contrary is now so generally, believed that it is doubtful whether the official figures will have the least effect in dispelling the curious delusion as to Japanese

"Nothing is yet known as to the exact proportion of killed to wounded or the percentage of combatants hit, but from what is known in a general way the proportions on both sides are about the same as in other wars-one killed to four wounded-but it is believed that the Japanese had the higher per centage of both classes. Modern weap as have not altered these results of battles. The Jacanese were more reckless and sacrificed mon unnecessarily. The whole campaign against Port Arthur is now said to have been as unnecessary as it would have been for us to have besieged Havana in 1898.

"On account of the smaller bullet and the immediate use of aseptic first-nid dressings. th number of wounded who recover is varily increased nowadays. There were probably about as many wounded in the civil war as on the Japanese side in their late war, vet we lost 49.731, or about one-fourth of them, while s far as known, the Japanese lost only 12,000 or 13 000, or about one-fifteenth of theirs. Wodern surgery saves many more, too, but it is now more than suspected that the Russians saved far more of their wounded than the Japanese did, and our results with the few wounded in

the Spanish war were better than both. "It is thus seen how unsafe it was to praise the Japanese and condemn the Russians before we knew their results. With this record of nearly half a million serious cases crowded into numerous huge hospitals of a force averaging only 35,000, what should we say of the statement that the Japanese have proved, as has never been done before, that preventable disease is preventable and crowded hospitals can be eliminated ? As they are human, war is the same with them as it ever was with us, and ever

will be—hell. "The original mistake was due to our ignorance of the wonderful Japanese ability to conceal military secrets. It was a vital necessity to hide their weaknesses and losses. They were numerically superior to their opponents until the very last, for it required eighteen months to transport the big Russian army several thousand miles over a single-track railroad The Russians were not strong enough to fight except defensively until the armistice, and as they were rapidly becoming stronger and the Japanese weaker, it does not require any military knowledge to predict the result if they had ever been permitted to fight it out. We would now be praising the other side, for nothing succeeds

"The point for our present purpose is the adroit manner the Japanese hid their losses, even a battleship's sinking was not known until after the war, and allowed civilian correspondents and medical observers to 'see' a part and telegraph false news to deceive the enemy. It was magn ficent—and war, too; it may have had much to do with ending the war when they had had enough.

"The psychology of war is beautifully illusstrated by the public opinion which applauded the efforts to end the slaughter of the Russians' at the very time the Japanese were suffering the most. We were convinced that the Russians, though the numerical superiors, were being whipped by the little under dog. months, but they, with an average strength of Our sporting instinct was aroused. Clergy. men even sta ed that God was on the side of the weaker battaions, so we stepped in "In the Franco-Prussian War the Germans to frustrate the Almighty. He who now thinks that we could thus check the Aryans who are guiding the Russian Empire does not know the possibilities of the hordes of soldiers being garrisoned in Siberia, now that a double track rail road is soon to be available.

"Public opinion is notoriously fickle, and we may confidently predict a revulsion of feeling towards the outnumbered Russians who conducted a magnificent campaign. As soon as we learn the grandour of the Russian achievements, both medically and strategically. Russophilia of our hereditary friends will soon replace the temporary Resophobia festered by some of our citizens. The individual soldier was spleudid. ar he always has been. He is the most subborn defensive fighter in the world, and for that reason his retreat before overwhelming numbers was so slow.

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LONDON TRAFFIC PROBLEM.

Superintendent Bassom, Chief of the Me'ropolitan Public Carriage Department, gave evidence on behalf of the Home Office recently before the Committee of Peers entrusted with ment Bill. Whenever there was a proposal to construct additional tramways, he said, it was increasingly necessary to see that the roads and footpaths were wide enough and the gradients not too severe. Owing to the growth of the were multiplying and becoming werse. Not only was the population increasing. people were living further and further away from the centre of the town, with the result that many suburban places which only a few years ago were almost rural "The matter is now becoming even were now quite difficult traffic centres. At the

THE PORTUGUESE REPUBLIC'S FUTURE.

CAUSES OF PRESENT UNREST.

The most careful observers of the Portuguese situation, says a London paper, are by no means convinced that everything is as tranquil in the new Republic as the asseverations of those friendly to it would suggest. It is possible that there is in the most literal sense some appearance of the "complete tranquillity" which the telegrams so often record. That Mr J. Y. Chisum is to say, the Minister responsible for Mrs L. Clark the internal order of the country may not, during the day on which such telegrams are Mr N K. Davidson despatched, have received any information which | Mr W. C. Drew renders it positively untruthful to make such a Mr & Mis G. L. Duncar

The prograstination of the Powers in regard to the recognition of the Republic is a fair indication that the Republic is not yet as firmly sented as it might be. The British Foreign Office, it may safely be taken, is not uninformed as to the position of affairs, and it doubtless knows that a condition of stability which would justify definite action as not yet been attained. The Spanish Foreign Office also, which is conducted just at present with a vigour and ability which exceeds that which has characterised it for a very long time past, is also probably well informed, and it has just announced that it is waiting on the decision of Great Britain.

The pancity of real information, the constant alarms, the mobilisation of semething over 40.000 troops on the frontiers, the constant dread of Captain Couceiro's ability, all these significant facts tend to show that the present Portuguese Government fear the small st Royalist success on the frontier, and that they are mistrustful of what might be the attitude of the internal population in such an event. It is certain, too, that in the person of Captain Couceiro the Royalists have a leader of real personal ability and magnetism and considerable military qualities, who is not likely to make any mistake should the fortune of war give him the initial advantage.

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8	T
RUBBERSHARES.	SHANGHAL SHARE QUOTATIONS
SINGAPORE QUOTATIONS.	On 161H August, 1911.
	[J. P. Bisset & Co.'s List.] COMPANY. PAID UP QUOTATION
ON STH AUGUST, 1911.	Banks,
NESSRS. LYALL AND EVATT'S LIST.	Hongkong & S'hai \$125 \$940, buyers National of China £8 \$80, sales
Nom. Value. Buyers. Sellers 3.2 3.9	Russo-Chinese { R1874 } Tis. —
2s Allagar Options 1s 1s8 £1 Anglo-Java 3s9 4s9	Union Society C't in \$100 \$825, Inivers North-China 25 Tis. 1671, sellers
1 Anglo-Johore 7:3 9s 2s Anglo-Mulay 16:6 17:6 £1 Auglo Sumatra 55s 68:9	Yangtsze Assocn
1 Ayer Kuning 1383 178 1 Bantong 4183 4889	China Fire
2s But in Malaka 1810½ 282 £1 Batu Caves 2203 2358 1 Batu Tiga 70s 78s9	Indo - China $\left\{ \begin{array}{c} \mathbf{pref.} \\ \mathbf{def.} \end{array} \right\}$ 25 The. 48, sales & b.
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1 Buk t Lintang 71s3 80s 2s Bukit Mortajum 2-3 2s6 £1 Bukit Rajah 220s 240s x div.	Kochien Transport- ation'& Tow-Bont T50 Tls. 30, sellers
2: Pusit Selengor 1:3 pd. 1s dis. s6 dis £1 Carey United 5s p.d 5s 10s pm	S'hai Dock & Eng Tioo Tis. 51, buyers
28 Chersonese 3s 3s6	H. & W. Dock \$50 Tls. 57, softers S. & H'kew Wharf T100 Tls. 90
2s Chimpul	H. K'leon W. & G \$50 \$50 Yangtsze T100 Tls, 130
2s. Consolidated Malay 15.73 17s	Raub Australian £1 \$2 Chinese Eng. & Min. £1 Tls. 144, sales
£1 Damansara	Shai Investment T50 Tls. 891, buyers
£1 Federated Selanger 190s 210s 210s 25 dang Besar 4.9 5.6	H'kong Investment \$100 \\ \frac{100}{100} \\
£1 Golden-Hope	Weiheiwei
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HANGHAI SHARE QUOTATIONS On 16th August, 1911.

SKEICH OF THE WEST RIVER

KOWLOON

" NEW TERRITORY

MAIL TABLES for 1 911 ... 0.30 & 0,20

POWER OF ATTORNEY FORM ...

PEAK

PLAN OF VICTORIA

marce, by Chas. J. H. Halcombe ...

THE POUNDS AND PENCE OF BISLEY. The Bisley Carnival has now begun, wrote a contributor to the Pall Mall Gazette recently, and from early morn to dewy eve enthusiasts with the rifle will never cease pumping lead at the targets, and in the intervals between shots anathematising every wind that blows, and, notwithstanding the fact that it appears to be a feature of that corner of Surrey for the gentle. breezes to blow at short intervals from each point of the compass in turn, asgood many that do not. The exact number of entries made for this year's events has not transpired, but the grand aggregate is believed to have left behind the 1907 aggregate of 55,286, the smaller figures (51,927) of 1908, and £5 | The. 48, sales & b. the grand record of 1909, that is to say, 56,901, which is proof positive of the enormous interest Tis. 20, sellers Tis. 461, sellers taken in the meeting by marksmen all the world over. Although a simple laurel or wild olive wreath would doubtless be regarded by a large member of cutenats ava prize all sufficient to promote keen competition, the fact that prizes to the value of £15,529, to quote last year's figures, are available does not appear to act as a deterront. At all events, not appreciably. Including challenge cups, at the first meeting | Astron, 2nd class cruiser, 4,360 tons, 10 game of the N.R.A., a reminiscence of Wimbledon and 1860, the value of the prizes amounted to £2.238 all tild, and the number available was but sixty seven, but the success that attended the meeting from its incontion was such that at the eighth gathering there were 935 prizes to be shot for, and their value was five times the amount that was considered adequate for the meeting that Queen Victoria in ingurated with a "bull's eye." Up to and including 1878, in which year the value of the prizes amounted to £14,614, it was customary to include in the statement of the value of the prizes shot for the value of the challenge cups and trophies. Naturally this method of assessment gave a very inflated appearance to the prize list, and when the value of tropbies such as the Eloho Shield (£2,000). National Challenge Trophy (£1,000) Ashburton Challange Shield (£140), Donegal Cup (£500), and many other objets d'art that could not be won outright, was deducted from the gross amount available for distribution, the sum that notually found its way into the pockets of the competitors was reduced to probably half the nominal amount competed for. In 1879 the old method of assessing the value of the prizes was abandoned, and when to-day we learn that between five and six thousand prizes are shot for we know that the winners received the same for "keeps," in addition to any Challenge Cups, etc., available, and that the £14,500 or so distributed at the close of the meeting actually became the property of the winners, who paid £35,116 in entrance fees in 1907, £14,355 in 1903, £16,370 in 1903 and £14,353 in 1910, and had not to be returned, as in the case of the challenge trophies, at the close of the year. It is interesting to note, by the way, that from its inauguration in 1890 to date Bisley riflemen have paid £289,000 entrance_ fees, and have taken away £255,500 in prizes, but in view of the fact that railway fares, board and lodging, and other expenses are estimated to have cost the enthusiast an additional £150,000 it is evident that to win one pound in prizes costs the man behind the gun at least. £1 15s. 5d. of his own money. It may be pointed out that as the entrance fees in a year similar to that of 1909 -in 1908 the boot | Nightingale, river gunboat, 85 tons, 240 h.j. was on the other leg-exceed the value of the prizes by some £7:0. the wonder is that they do not exceed the money distributed by the authorities by as many thousand pounds as they do hundreds, in view of the heavy expenses and the fact that the public only rays £150 or so for admission. Had not the Association other resources and many wory generous patrons, including his Majesty the King (£250), the sum

GERMAN, IRON INDUSTRY,

deducted from the entrance fees would be very

much greater, as can be gathered from the state-

ment that, including its prize distribution and

other expenditure, Bisley costs something like

£20,000 per annum to run, or about 10d. per

shot, of which 500,000 are fired at each meeting.

For some months the question of the relative importance of foreign markets and the home market, as far as the iron industry is concorned, has, says Engineering, been attracting a considera le amount of attention in different quarters in Germany; but it is a difficult problem to solve, the more so because the weights" of iron imported and exported in the various stages of manufacture are difficult to compare. Waterwitch, surveying ship, 620 tons, 450 i.h., Nor is it, on the other hand, correct as far as 1.00 | some branches of the iron industry are concerned, to com are the German export with the 0.50 entire production, and to state the result to be. perhaps, 5 or 10 per cent, of the aggregate production of pig iron and manufactured iron. It is overlooked that of the 90 or 88 per cent. which, in the meantime, remain in the country, a further 5 or 10 per cent, are subsequently exported in a more finished I state. Of the German pig-iron production in 1910, which amounted to an aggregate of 14,800,000 tons, there were only exported about 800,000 tons, or some 5.5 per cent. The rest—that is, 945 per cent—of the German pigiron production was, however, principally worked into steel, and in this shape there were exp rted, during 19 0,500,000 tons of halffinished goods, 500,000 tons of shape iron, 500 000 tons of bar and hoop iron, 400,000 tons of plate, 400,000 tons of wire, and 700,000 tons SIONARY SUCCESS IN CHINA 0.25 of railway material. Leaving out of consideration that it requires more than one ton of pigliron to, make one ton of manufactured steel, the above-mentioned specialities alone re present an export of 3,000,000 tons of the 14, 00,000 tons of pig-iron, which leaves only 75 per cent. of the German pig-fron as remainling within the country. This figure, however, is still much too high, as engine construction? the electrical industry, and the manufacture of smaller articles, which all show a material export surplus, naturally absorb further quantities o iron for this export. The truth is that about half of the German iron and iron goods production is exported. The Gorman home market will for the future only prove capable of comparatively unimportant development as far as iron consumption is concerned. When the home market showed considerable development, and this was the case over a long period, foreign competition was forced more and more into the background This has reduced the entire import of foreign iron, iron goods, and machinery down to about 6 per cent. of the home production. The inland demand for raw material increases to a great extent only, because the manufactured articles most with a larger sale for export. The Gorman consumption of pig-iron could not have increased so largely in 1910 had not the emport of girders, bar iron, half-finished goods, wire, pipes, railway material (40 per cent.), machinery (20 per cent.), &c., increased so largely.

INTIMATION

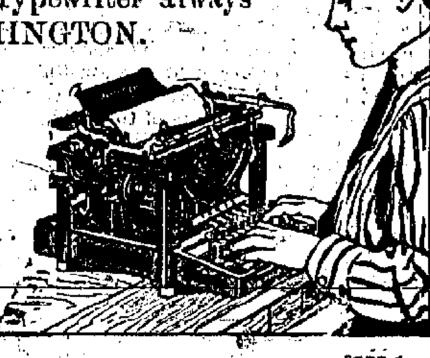
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Master W. Smith, Hongkong. Clio, British sloop, 1,070 tons, i.h.p. 1,400. -Comdr. H. R. Veale, Shanghai, Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe Weihaiwei. Flora, 2nd class cruiser, 4,360 tone, 10 guns

7.000 i.h.p., Captain J. Nicholas, leaves Hongkong for Colombo - 18th August Handy, torpedo-beat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkoug.

dart, torpedo-boat destroyer, 295 tons 6 guns. 4,000 h.p., Lt.-Comdr. Hon. Guy Stopford. Janus, torpedo-boat destroyer, 320 tons, 6 guns 3,900 h.p., Lt. Comdr. M., B. R. Blackwood

Weihaiwei. Kent, armoured cruiser, 9,800 tons, 14 guns. i.h.p. 22,000, Capt. S. St. J. Farquhar, Weihaiwei. Kirsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Shanghai. Merlin, surveying ship, 1,070, tons, 6 guns, 1,403

i.h.p. Commr. B. O. M. Davy, Sandakan. Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B. C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000. Capt. G. C. Cayley, Weihaiwei Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Weihaiwei.

Moorhen, river gunboat, 180 tons, 2 guni.h.p. 800, Lieut.-Comdr G. P. Leith, West River. Newcastle, 2nd class cruiser, 4,800 tons, tiirbins.

Captain George P. E. Hunt, D.S.O. Lt.-Comdr. Claude Hillersden-Woodward R.N., Yangteze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns 6,300 i.h.p., Comdr. Lambe, Weihniwei. Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Cosmo A. O. Douglas, West River. Reserve, depot ship for Submarines, 980 tons,

i.h p. 1,400, Lt. Commr. N. E. Archdale, Hongkong. Sandpiper, river gunboat, 85 tons, 2 guns, 24 h.p., Lieut.-Comdr. E. J. J. Southby

West River. Snipe, river gunboat, 85 tons, 2 guns 240 h.p. Lt.-Comdr. Maurice B. Leslie, Yangtsze. Taku, torpedo boat destroyer, 305 tons, i.b.p. 6,000, Gunner E. J. Trillo, R.N., Hong

Tamar, receiving ship, 4,650 tons, 6 gun: Commodore Eyres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut. Comdr. R. J. Buchanan, Yangtsze. Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie Hamilton Shanghai. Virago, torpedo-boat destroyer, 395 tous, 6 gun: 6,300 i.h.p., Liout.-Comdr. Harold D. Adair

Hall. Weihaiwei. Lient. Comdr. R. L. Hancock, Singapore. Whiting, torpedo-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comdr. G. I

Hartford, Weihaiwei. Widgeon, gunboat 195 tons, 2 guns, 800 h. Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 guns, 550 h.; Lieut. Comdr. B. R. Brooke, Yangtsze. Woodlark, gunboat, 150 tons, 2 gans, 550 h. - Lieut. Comdr. G. F. A. Mulock, Yangtsze.

Submarines :-No. 36, Godfrey Herbert, Lieut.-Commr. No. 37, A. A. L. Fenner, Lieut.-Commr. No. 38, J. R. A. Codrington, Lt. Commr.

Kaiserin Elisabeth, Austrian protected cruiser 4,000, Fregattenkapitan Oskar Hansa. Northern Waters Panther, third class cruiser, 1,530 tons, Fregattankapitan, Theodor Skerl Edl. von Schmidtheim

PRENCH.

Achéron, armoureu gunboat, 1,830 tons, 9 guns 1,700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class cruiser, 4,320 tons, 22 guns 5,100 h.p., Commander Fournier, H kong Alouette, gunboat, 506 tons, 7 guns, 401 h.p. Commander Badin, Saigon Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut, Audouard,

Baionnette, gunboat. Cimeterre, ganboat, 140 tons, Reserve, Saigon Caronalde, gunboat, 184 tons, Reserve, Saigon Décidée, ganboat, 630 tons, 10 gans, 900 h.p. Lieut. de Linarès, Shanghai Dupleix, armoured cruiser, 7,578 tons, 26 guns,

17,000 h.p. Desaix, armoured cruiser, 7,57 8 tons, 26 guns, 17,000 h.p. D'Therville gunboat Estoo, gunboat, 141 tons, Reserve, Haiphong

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut Combet, Saigon Fronde, destroyer, 300 tons, 7 gans, 6,300 h.p. Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Haiphong

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marrs, Montcalm, armoured cruiser, (flagship) 9,367 tons, 36 guns, 19,600 h.p., Rear Admiral de la Croix de Castries (Commander-in-

surveying ship, 1.625 tons, 10 guns 900 h.p., Commander Ragot de la Touche, Mouquet, destroyer, 300 tons, 7 guns, 6,300 .p., Commander de la Roche Kerandraon,

Lieut, de Maindreville, Upper Yangtse 7,000 i.h.p., Captain E. B. Kiddle, Peiho, river gunboat, 130 tons, 4 gans, 280 h.p. Lieut. Puech, Tongka Perle, sub-marine, 70 tone, 60 h.p., Lieut. Monnier, Saigon Pistolet, destroyer, 300 tons, 7 gans, 7,000 h.p., Commander Mortenol. Hongay....

Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon Redoutable, battleship (reserve), 9,330 tons 37 guns, 6,200 h.p., Capt. Drouet, Saigon Styx, armoured gunboat, 1,800 tons, 8 guns 1,600 h.p., Lieut. Seriot, Saigon. Takon, destroyer, 280 tons, 6 guns 6,500 h.p.

In Reserve, Saigon Vaubau, torpedo-depot, Commander Mortenol Vétéran, torpedo-depot, Lieut. Bihel, Cap Vigilante, řiver gunboát, 180 tens, 6 guns, 7 h.p. Lieut. Dumonlin, Sikiang

Arcona, cruiser, 2,719 tons, Captain von Hipper Litis, gunboat, 1,000 tons, 10 guns,

Captain Laus Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain Graf von Posadowsky-Wohner Leipzig, erniser, Captain Engel Luchs, gunboat 850 tons, 10 guns, 1,344 h.p. Captain Bölken Scharnkorst, armoured gruiser (flagship)e

11,420 tons, 52 gans, 26,000 h.p., Kapitan Zur See Masss Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tabes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram Corpedo boat "Sgo," Kapitan Leut, Heyden Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p.

Cantain v. Koss l Tsingtau, gunhoat, 170 tong, 5 guns, 1,300 h.p. Captain Ross Vaterland, gamboat, - tons, 3 guns, 500 h.p. Captain Toussaint

Calabria, protected craiser, 2,428, tons, 26 guns 4,000 h.p., Capitano Maris Casanuova di Puglia, propected cruiser, 2,498 tons, 26 guns, 7,000 h.p., Capitano Gusani Viyconti Marchese Lorenzo

PORTUGUESE Patria, gunboat, 700 tons, Captain J. Affreno UNITED STATES. Albany, erniser, 3000 tons, C. S. Williams. Arayat, gunboat, Lieut. Comdr, Matt H Signor Bainbridge, destroyer, 7 guns and 2 torpedo tabes Ensign Lloy! W. Townsend Barry, destroyer, 420 tons, Ens. Edmand S.

Callao, gunboat, 243 tons, Ens. J. R. Murrisson Cleveland, cruiser 3,200 tons, Commander Hugh Rodman, Shanghai Charleston, battle-hip (flagship), 9,700, tras 58 gins, 21,000 h.p., Comdr. John H.

Gibbius, Shaughai Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai Channey, destroyer, 420 tons, Eus. I. N Dale, destroyer, 420 tous, Lieut. Herbert H.

Denver, cruiser, 3,200 tons, Comdr. Edward E. Cagehart, Shanghai Galveston, cruiser, 3,200 tons, Commander John A. Hoogewerff, Manile Helena ganboat, 1.392 tons, Comdr. Rouban - O. Bitler, Shanghai Mindoro, gunboat, Lieut, George M. Baum

Mohican (station ship), Commander G. R. MonSterey, monitor, 4,000 tons, Lt. D. W. Todd Nanshan, transport, 1,577 tons, W. D. Parleiax New Orleans, orniser, 3,430 tons, Comdr. Roger

New York, cruiser (flagship), Comdr. J. P. Paragusy, guubost, Ensign Roy L. Lowusu -Pennsylvania, armoured craiser, 13,680 tons Capt. A. Ward Pompey, collier, 1,600 tons, James D. Linett.

Porpoise, 125 tons, 160 h.p., Ens. Keans Whiting Rainbow, orniser, 6,026 to us Comdr. A. C

| Samar, gunboat, Ensign W. C. I. Stiles Shark, 125 tons, 160 h p. Ensign Theodore G

Villalobos, gunboat, 370 tous, Lt. A. An Iraws Wilmington, ganboat, 1890, Comor. G. R. Sailsbury Hongkong

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MAP OF THE FAR EAST PLAN OF YOROHAMA PLAN OF KÖBE AND HVO 10 PLAN OF FOREIGN SECRETERS, PLEACHS Plan of Teingtau (Kiaochau) PLAN OF FOREIGN CONCESSION, SHANGHAI

PLAN OF HONGKEW (SHANGHAI) with Inset Showing the Extended Secrement Large Plan of the City of Victoria Plan of New Territory (Kowloon) PLAN OF KOWLOOM

Plan of Manila Plan of Saidon PLAN OF SINGAPORE PLAN OF BATAVIA

Jentres. ___

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益多量 Chu Să Kat—

Tim Kat-

" Small " 5

Mandarin ...

Sa Li-Pears Canton 6

Hung Li-Plums' Swatow.....

Sin Tsi-Pears, Cooking Canton-

Shanghai Li-Pears American . -

Hung Tei-Persiminons large , 10

Pun Ti Po Lo-Pine-apple..... 10

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VANCOUVER. B.C. SEATTLE PORTLAND (Or.),

SHANGHAI **JAPANESE**

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

Steamers	Tons Dw.	Captain	ज े इ.स.	To Sail on or About
SUVERIO	11,000	F. S. Cowley		1st September.
KUMERIC	11,000	G. B. McGill	• • • • • • • • • • • • • • • • • • • •	26th September.

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Frequent Sailings

SWEDISH EAST ASIATIC LTD.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DESTINATION BTEAMERS DATE OF SAILINGS. COPENHAGEN and BALTIC PORTS ... "YEDDO" About 20th Sept.

SHANGHAI, YOKOHAMA, KOBEL Moji "CANTON" About 17th October.

For Freight and Further Particulars, apply to TELEPHONE No. 171. OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG. YORK BUILDINGS TOP FLOOR

壁計域會 orange (Canton)_lb_6-基生釋 Young Shang Ts'oi Lettuce... lb. 1 型型山金 Pears (America) Mush Melon..... 語写生 Shang Tso Ku—Mushrooms, 題演 Pineapple Cooking only...2nd ,, fresh..... 如此神 Young Ta'ung Tau-Onions, Me Luk Yau-Pumelo, Amoy ... each -產生 Shang Ta'ung-Onions, Green , 5 自藩建 Chim Lo Luk Yau—Pumelo, Saim, 18 随意本程 Yat Pun Ts'ung Tan-Onions, Man San Hop To-Walnuts, Fresh lb. 18 Јарапезе 罗惠港上 Shanghai Ta'ung Tau-Onions. Shanghai 6

VEGETABLES, &c. 竹油Y海上 Shanghai Ya Chi Chuk— Artichokse, Shanghai Loong Soo Ts'oi-Asparagus...doz ---Chuk Shun—Bamboo Shoots ... lb. 5 本字 Nga Tadi—Baana, Sprout At Tau Kok- " Long...... Wa Min Tau- , Broad Pin Tau— " French, S'hai "

A Maon Bin Tau—Beans, "

Macao (French) Har Hung Tan Te'oi Sho Beetroot ●交 Kau Sun—Cano..... 益者 Ts'ing Ke-Brinjals Green... 据元 Yuen Ke- "Red...... 本日 Pak Te'ci—Brassica 本 Kai Ts'oi—Cabbage Chinese 本并推上 Shai Kai Ts'oi— Shanghai Kam Shan-Carrots 6 本英語 Ye Ta'oi Fa—Cauliflower..... each— 在重集大 Pai Ye Ts'oi Fa __ Large Size .. __ 在文件 Chung Ye Ts'oi Fa—Cauliflower

Shanghai Lo Kwat

東京市 Young Can Ta'oi—Colery, Eng. Kon Lat Chiu-Chilies, Dried Ta'ing Lat Taiu-Chilies, Green 推翻 Hung Fa Tsiu-Chilies, Red ... , 12 Ik Taing Kwa—Cucumbers 本社Ma Ka Li Te'oi Liu—Curry Stuff, ...

Med. Size — Colery, China lb. 5 Ma Shuen Tan-Garlic..... E Lo Keung-Ginger, old Tax Keung-Ginger, young ... , 5 74 Kan Lik-Horse Radish, S'hai ., 12 光理 Suk Mai—Sweet Corn......piece ___

新看 Mō ka—Okross 担我和 Young Yuon Si-Paraloy, Eng-牙薯沸刷 Foochow Shu Tsai-Potatoes Foodhow 上件》Shanghai Shu Tsai—Potato Shanghai FFAB Yat Pun Shu Tsai-Potatoies, Japanese 好餐門電 O Mun Shu Tsai—Potatoes, Macao 仔細數在 Fa Ke Shu Tsai-Potatoss, American Fan Shu-Potatoes, Sweet..... 及全 Tung Kwa—Pumpkin. 英仔拉 Chu Tsai Tsoi—Pursline 守白屬紅 Hung Lo Pak Tsai-Radish ... 强起 Kon Ts'ung Tau-Shalots..... Yin Ts'oi Spinach..... Fan Ke-Tomatoes. The Lo Pak-Spinsch Chinese...... 2 And Lien Ngan-Lily Root TEM Yenng Lo Pak-Turnips, Eng. n. 2 Tait Kwa-Vegetable Marrow, 3 65 Ma Tai -- Water Chestnuts, 過馬林鶴 Kwei Lam Ma Tai- Water [Chestnuts, Mundaarin ,, 6

Tai Shu-Yams..... Sage, per bundle .. -The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the price quoted. W. BOWEN-ROWLANDS, Secretary, Sanitary Board.

本种 Sai Yuong Ts'oi-Water Cresses . 6

THE DOMINION NAVIES.

THEIR STATIONS AND THEIR FLAGS.

RELATIONS WITH FOREIGN POWERS.

Ottaws, July 28. Sir Wilfrid Laurier presented to the House of Commons to day the defence scheme as agreed upon by the representatives of Great Britain and the Oversea Dominions, and adopted by the Imperial Conference. The Premier read a cable message from Mr. Harcourt to Lord Grey, in which the Colonial Secretary stated that he consented to the presentation of the report to the Canada Parliament in deference to Sir Wilfrid Laurier's wishes, and that he had notifled Mr. Fisher. It is generally understood here that the reason Sir Wilfrid Laurier pressed for this is the imminence of the dissolution of the Canadian Parliament.

TEXT OF THE MEMORANDUM. The memorandum is as follows:

I.—The naval Services and forces of the Dominions of Canada and Australia will be exclusively under the control of their respective Governments.

II .- The training and discipline of the naval forces of the Dominions will be generally uniform with the training and discipline of the Fleet of the United Kingdom, and by arrange-ment the officers and men of the said forces will be interchangeable with those under the control of the British Admiralty.

III.—The ships of each Dominion naval force will hoist at the storn the white ensign as the symbol of the authority of the Crown, and at the Jack staff the distinctive flag of the Dominion.

IV .- The Canadian and Australian Governments will have their own naval stations as agreed upon from time to time. The limits of the stations are as described in Schedule A (Canada) and Schedude B (Australia).

V.-In the event of the Canadian or Australian Government desiring to send ships to a part of the British Empire outside their own respective stations they will notify the British ASARI MARU, Japanese str., 1,749, Nakario Admiralty.

VI.—In the event of the Canadian or Ausforeign port they will obtain the concurrence of the Imperial Government in order that the necessary arrangements with the Foreign Office may be made, as in the case of ships of the British Fleet, in such time and manner as are usual between the British Admiralty and the Foreign Office.

VII.-Wh le the ships of the Dominions are at a foreign port a report of their proceedings will be forwarded by the officer in command to the Commander in Chief on the station, or to the British Admiralty.

VIII .- An officer in command of a Dominion ship, so long as he remains in a foreign port, will obey any instructions he may CHINA, American str., 3,186, Emery Rice, 22nd receive from the Government of the United Kingdom as to the conduct of any International matters that may arise, the Dominion Government being informed. A commanding officer of a Dominion ship having to put into a foreign port without previous arrangement on account of stress of weather, damage, or any unforeseen emergency, will report his arrival and reason for calling to the Commanderin-Chief of the station or to the Admiralty, and will obey, so long as he remains receive from the Government of the United Kingdom as to his relations with the authorities, the Dominion Government being informed.

IX.—When a ship of the British Admiralty meets a ship of the Dominion the senior officer will have the right of command in matters of Goldmouth, British str., 4,865, J. M. Evans, ceremony, of international intercourse, or where united action is agreed upon, but will have no power to direct the movement of ships of the Goodwin, British str., 2,329. A. W. Peters. other Service unless the ships are ordered to cooperate by mutual agreement.

take command, but not so as to interfere with orders that the junior officer may have received from his own Government,

XI.—Whon, a Court-martial has to be ordered by a Dominion and a sufficient number of officers are not available in the Dominion Service at the time, the British Admiralty, if requested, will make the necessary arrangements to enable a Court to be formed. Provision will be made by Order of his Majesty in Council and the Dominion Governments to define the conditions under which the officers of the different.

services are to sit on joint Courts-martial. XII .- The British Admiralty undertakes to lend to the Dominions during the period of development of their services, under conditions to be agreed upon, such flag officer and other officers and men as may be needed. In their selection preference shall be given to officers and men coming from or all be volunteers to the Service.

XIII.—The service of officers of the British Fleet in the Dominion naval forces, or of officers, of those forces in the British Fleet, will-count in all respects for promotion, pay, retirement, &c. as service in their respective forces.

XIV: -In order to determine all questions of seniority that may arise, the names of all officers will be shown in the Navy List and their seniority determined, by the date of their commission, whichever, is the earlier in the British, Canadian, or Australian Services. Samsen, German str., 998, R. Petersen, 10th XV - It is desirable in the interest of efficiency and co-operation that arrangements should be made from time to time between the British Admiralty and the Dominions for ships of the Dominions to take part in fleet exercises, or for any other joint training considered necessary, under the senior naval officer. While so employed the ships will be under the command of that officer, who would not, however, interfere in the internal economy, of the ships of another Service further than may be absolutely necessary.

XVI.—In time of war, when the naval Service of a Dominion or any part thereof has been put at the disposal of the Imperial Government by the Dominion authorities, the ships will form az integral part of the British Fleet and will remain under the control of the British Admiralty during the continuance of the war. XVII.—The Dominions having applied to their naval forces the King's Regulations, Admiralty Instructions, and the Naval Discipline Act, the British Admiralty and the Dominion Governments will communicate to each other any changes which they propose to

make in these Regulations or that Act. SCHEDULE A (CANADA). The Canadian Atlantic Station will include the waters north of 30deg. North latitude. and west of meridian 40deg. West longitude. The Canadian Pacific Station will include the waters north of 30deg. North latitude, and east of meridian 180deg, longitude.

SCHEDULE B (AUSTRALIA). The Australian Naval Station will include on the north from 95deg. East longitude by parallel 13deg. South latitude to 120der. East longitude, thence north to 11deg. South latitude, thence to the boundary with Dutch New Guinea on the south coast in about longitude 141deg. East, thence along the coast of British New Guines to the boundary with German New Guinea in latitude 8deg. South, thence east to 155deg. East longitude.

On the east by the meridian of 155deg. East longitude to 15deg. South latitude, thence to 28deg. South latitude on the meridian of 170deg. longitude, thence south to 32d gr. South latitude, thence west of the meridian of 160deg. East longitude, thence south,

On the south by the Antarctic Circle. On the west by the meridian of 95deg. East longitude. - The Times.

THE SIBERIAN ROUTE.

At the request of numerous traders and others, the Paris Temps has been inquiring from the French Under-Secretary for Posts why printed matter, papers, and samples destined for the Far East are sent by the sea route vid Suez or Vancouver instead of being sent by the Trans-Siberian railway, a route-three times as rapid. The reply from the Under-Secretary's Office was, of course, to the effect that, owing to the high tariffs imposed by the Russian administration for the transport of postal correspondence by the rail route, it had been decided to send only letters and postcards by this road. It is added, however, that the French postal admin- Hongkong & Neighbourhood istration is making efforts to put un end to this anomalous and absurd situation. Very active representations have been made to St. Petersburg with a view to obtaining a reduction of the rates for postal communications, but so far without success. Our contemporary underas little success. It should surely be possible, says a Peking contemporary, for the three postal services to bring still greater pressure to bear on the Russian authorities, in order that this serious inconvenience to international trademay be speedily established.

SHIPPING IN PORT.

22nd August-from Port Arthur, Coal-Mitsui Bussan Kaishi. tralian Government desiring to send ships to a BENGLOE, British str., 2.559. M. W. Guy, 20th

Ang.-Singapore 13th August, General-Gibb, Livingston & Co. Borneo, German str., 1,344, F. Sombill, 17th August-Sandakan 12th Aug., Timber and General-Melchers & Co.

ATHERINE APCAR, British str., 1,800, L. C Townsend, 22nd August-Singapore 17th August-David Sursoon & Co. CHEONGSHING, British str., 1,259, V. Liddell 21st Aug.-Tientsin and Ports 13th Aug. General—Jardine, Matheson & Co.

CHENAN, British str., 1,350, W. Lloyd Jones, 21st August-Shanghai 17th Aug., General -Butterfield & Swire. August-San Francisco 26th July, Mails and General-P. M. S. N. Co. CHINKIANG, British str., 1,229, Kay, 16th Aug.

-Moji 9th August, Coal-Butterfiel1 & Swire. HIYUEN, Chinese str., 1,828. Wm. Jamieson, HOISING, German str., 1.018, F. Bruhn, 20th August-Bangkok 13th August, Rico-

Butterfield & Swire. in the foreign port, any instructions he may DRUFAR, Norwegian str., 1,102, J. Bing, 17th August - Bangkok 9th and Swatow 16th August. General-Kin Tay Loong. GERMANIA, German str., 1,714, H. Frandson, 7th August-Wakamatsu 30th July. Coal

-Jobson & Co. -22nd August-Singapore 16th August, Petroleum - Order, 20th August-Karatsu 14th August, Coal

-Butterfield & Swire. X .- In foreign ports, the senior officer will | Hong Wan I., British str., 2,060. Hainsworth, 16th August-Singapore 11th August, - General-Joo Tek Sing. Huichow, British str., 1,257, G. Hooker, 21st

August-Tientsin and Swatow 20th Aug., General-Butterfield & Swire. JAPAN, British str., 3,806, A. Stewart, 19th August Calcutta and Straits 11th Aug. General and Opium-David Sussoon & Co.

JESERIC, British str., 1,234, White, 6th August -Keelung 2nd August, General-Bank Line, Ltd. LAERTES, British str., 2,904, I. Taylor, 21st Aug.-Singapore 16th August, General-

Butterfield & Swire. Loone Sang, British str., 1.192, G. W. G. Leask. 21st August-Manila 18th August. General-Jardine, Matheson & Co. MABIE RICKMERS. German str., 2.256. A Rupp, 21st August - Hamburg 18th June,

-General-Order connected with the Dominion, but they should | Nippon. Austrian str., 4.015, E, Taraboohia, 22nd August -Kobe 12th Aug., General-Sander, Wieler & Co.__ PHRANANG, German str., 1.020, Reher,

16th August-Bangkok 9th August, Rice, - Butterfield & Swire. QUINTA, German str., 1.234, Soblesinger, 19th August-Hoihow 18th August, Rice-Siemssen & Co.

QUITO, British str., 2,152, S. W. C. Dougall, 18th August-Cardiff 27th June, Patent Fuel-Government.

August - Bangkok 1st August, Rice and Wood-Butterfield & Swire, SATSUMA, British str., 2,680. Keir, 8th Aug.-New York and Singapore 31st July.

General - Dodwell & Co. SAXONIA, German str., 2,782, T. Stehr, 12th August-Dalny 7th August, General and Coal—Hamburg-Amerika Linie. SIAM, British str., 992, Robt. A. Beners, 8th

August-Shanghai 4th August-Asiatic Petroleum & Co. SIBERIA, American str., 5,655, A. Zeeder, 20th August-San Francisco 18th July, Mails

and General -P. M. S.S. Co. SUNGKIANG, British str., 987, H. Mathias, 19th August-Haiphong 17th Aug., General-Butterfield & Swire. Szechuen, British str., 1,142, E. L. Jones.

21st August-Wakamatsu 16th August. Coal-Butterfield & Swire. TELEMACHUS, British str., 1,350, Fraser, 16th August-Saigon 12th August, Rice-Wo Fat Sing.

TINGSANG, British str., 1,045, D. W. Ritchie. 17th August-Newchwang 9th and Chefoo 10th August, Beans and General-Jardine. Matheson & Co TJILATJAP. Datch str., 2,470, Kroes, 18th Aug.

-Muntok 11th August, General-Java-China-Japan Lijn. TRIUMPH, German str., 769, W. Langschwager, Thu 21st August-Haiphong 13th and Hoihow 20th August, General-Jebsen & Co. TSURUGISAN MARU, Japanese str., 2,189, Watanabe, 20th August-Milke 14th August, | Sat . Coal-Mitsui Bussan Kaisha. YU SHUN, Chinese str., 1,079, C. Westerland, Scn

-C. M. S. N. Co; SAILING VESSEL ECLIPSE, British 4-masted barque, 2,996, Jam.,] White, 12th May-New York 20th Jane

Kerosene Oil-Standard Oil Co.

2nd August - Shanghai 30th July, General

WEATHER REPORT.

On the 23rd at 12.05 p.m.—The barometer has fallen moderately over Annan, probably owing to the formation of a depression in the neighbourhood of the Paracels, Barometric changes over other areas are slight....

A depression exists, apparently over the Pacific far to the Eastward of Luzon, and prossure remains low over N. China and the N. part of the China Sea.

The highest pressure is shown over the Pacific in the neighbourhood of the Bonins. Fresh E. winds may be expected over the northern shores of the China Sea. Hongkong rainfall for the 24 hours ending

at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows :--DISTRICT. FORECAST.

E. winds, fresh ; . showery. S.E. winds, mo-Formosa Channel

South coast of China between Same as No. 1.

Hongkong and Lamocks. stands that both the German and English South coast of China between Same as No. 1.

Governments have taken similar steps, and with Hongkong and Hainan... Same as No. 1.

> CHINA COAST METEOROLOGICAL REGISTER.

August 23rd -- Am Am

-	Zugust 2514AT A.M.									
h .	Station	Henr	Barometer.	Temperature.	Humidity.	Direction.	Force.	Westher.	-	
	Vľostock Nemuro Hakodate	6 a.,	29.73 29.83 29.75		Ì	NE	0	0	_	
	Tokio Kochi Nagasaki		29,81 29,84 29,80			SW SW SSW	1 2		Ė	
	Kagoshima Oshima Naha	,,	29.84 29.85 28.85			3	0 1			
	Ishi'jima Bonin Is, Chefoo	٠,,	29.84 29.95			wga —	20			
	Weiliaiwei		29.76 [†]	76	77	86 E	2	U		

Shanghai 9 8 29 75 87 84 Gutzlaff Sharp Pk ,, 29.80 85 Amoy 6a. 2 . 75 82 79 wsw 2 b Swatow 29.80 79 91 Tainan ;, 29.83 Koshun..... Pescadores ., 29.80 ---Canton 9 a. 29.79, 85 76 Hongkong ... 10 a. 29.82 83 77 Vict. Peak ... | " Gap Rock..... , 29.77 -- __ Macao ______ 29.82 85 __ _ BE Wuchow 9 a. -Pakhoi Phulien...... 8 a. 29.75 82 Tourane , 29,69 77 __ C. St. James ... , 29.80 73] _ Aparri 6 a. 29.77 75 Manila 10 a. 29 80 81 71 Legaspi...... 6 a. 29.75 73 | ___] Bacolo 1 9 a. ____ Iloilo...... " 29.83 79 — | sw | 1 o Cebu, 29.83 80 ___ Labuan , 29.88 80 ___

F. G. Figg. Director. Hongkong Observatory, August 23rd, 1911. 1 BAROMETER, reduced to 32 degrees Fabreabeit on the level of the sea in inches, tenths and hundredths. 2 TEMPERATURE, in the shade, in degrees Fahren-

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100. 4 DIRECTION OF WIND, to two points.

"HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 23rd.

	Previous Day at 4 p.m.	at	On Date at 4 p.m.
Barometer Temperature Humidity Wind Direction Forceti Weather Rain	29.74 83 75 East 2 o	29.82 83 .77 E 3 c 0.01	29.74 83 74 E: 2

Highest open air Temperature on 22nd .. 85 Lowest open air Temperature on 22nd .79

HONGKONG TIDE TABLE.

From 24th to 30th August, 1911.

HIGH WATER.

				LOW VI	ATKR	
Whak.	Days of Month	Maan S		H'kong Menn Time.	Height,	
iurs.	24	h. m, m 9 3 10 38 a	1t. in. 7 8 4 9	h. m. m 2 26	ft. in.	
ri.	25	m 9 51	7 6	3 56 a m 3 13 4 30 a	0 7 2 9	
t.	,	m 10 36	7 2 5 3	m 3 57	2 7	
in.	27	m 11 17 11 52 a	6 7 5 5	m 4 39 ° 5 32 a	2 6	
A11	28	lm 11 56 J	ر ا	- ^-	4 C)	

Tues. 29 m 9-20 5 6 m 6 10 2 9

Wed. 30 m 0 52 5 7 m 7 9 3 1

1 22 a 4 7- 6 49 a 3 3

ARRIVALS. CHENAN, British str., 23rd August-Canton. Daigi Maru, Japanese str., 846, H. Marayama,

23rd August-Tamsui, Amoy and Swatow 22nd Aug., General-Osaka Shosen Kaisha. HAIOHING, British str., 1,286, W. C. Passmore, 23rd August -- Foothow and Amoy 22nd Aug., General-Douglas, Lapraik & Co. Hopsang, British str., 1,359, J. M. Hay, 23rd August Hongay 20th August, Coal-

Jardine. Matheson & Co. Hurenow, British str., 23rd Aug.-Canton. LUCERNA, British str., 2,072, A. L. French, 23rd August-from Palembang, Bulk oil-

Asiatic Petroleum Co. Lynemoon, German str., 1,336, F. v. Pilgrim, 23rd August - Saigon 19th Aug., General-Hamburg-Amerika Linie. MICHAEL JEBSEN, German str., 952, T. Peter-

sen, 23rd August-Haiphong 18th and Hoihow 22nd Augu t, Coal and General-Jebsen & Co. NIPPON MARU, Japanese str., 2,331, I. Sone

23rd August-Moji 17th August, Coal-Ataka & Co. Nogr. British str., 4,179, G. Philipps, 23r. August-Yokohama 8th August, Genera

_P & O. S. N. Co. ORESTES, British str., 2,992, T. W. Flynn, 23rd August-Singapore 17th August, Genera -Butterfield & Swire.

RYOJA, Norwegian str., 3,807, E. Meyer, 22n August-Portland 20th July, Flour and Lumber - P. & A. S. N. Co. TAISHUN, Chinese str., 1,216, R. G. Paramore 23rd Aug. - Bhanghai 19th Aug., Genera -C. M. S. N. Co.

CLEARANCES. AT THE HABBOUR MASTER'S OFFICE. 23rd August. Borneo, German str., for Jesselton. Japan, British str., for Shanghai. Michael Jebsen, Gorman str., for Swatow. Nove. British str., for Singapore. Orestes, British str., for Shanghai. Quinta, German str., for Bangkok. Sungkiang, British str., for Haiphong Tingsang, British str., for Swatow.

DEPARTURES 23rd August. BUELOW, German str., for Shanghai. COBLENZ, German str., for Kobe. HAIMUN, British str., for Swatow. HSINCHANG, Chinese str., for Foochow. KLEIST, Gorman str., for Europe, &c. KWONGSANG, British str., for Shanghai: Soshu Manu, Japanese str., for Swatow VESTFOLD. Norwegian str., for Saigon.

PASSENGERS. Per Lyeemoon, from Saigon, Mr Sceller,

schky. Per Nore, for Hongkong, from Shargh Mr F. C. Evans from Yokohama, for Sings pore, Mr F. Coates; for London, Dr. F. Simpson and L. Ogilvie: from Shanghai, i Marseilles. Mr C. Maxwell and Miss M Carthy; for London, Mrs and 3 Missos Broom hall and child. Miss Loith, Mr. J. McGrego Mr and Mrs Graves, infant and amab. N

VESSELS EXPECTED.

Walker, Mrs Kingsmill and Miss Widler.

THE AMERICAN MAIL. The P. M. S.S. Co. str. Marchuria sail from San Francisco on the 2nd instant f Hongkong, via Honolulu, Yokohama, Kol Nagasaki and Shangbai, and is due to arri at Hongkong on the 29th instant.

The T.K.K. str. Chiyo Maru sailed from San Francisco on the 9th inst. for this port en route Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on or about the 5th prox.

THE AUSTRALIAN MAIL. The N.Y.K. str. Nikko Maru (Australian Line) left Sydney for this port via ports on the 9th inst., and is expected here on the 28th inst. The E. & A. str. Eastern from Sydney, &c., left Port Darwin on the 16th instant morning for Manila and this port.

The E. & A. str. Aldenham left Sydney on the 16th instant for this port (via Queensland Ports and Manila . THE CANADIAN MAIL.

The C.P.R. Co.'s str. Empress of India arrived at Shanghai at 9.30 a.m. on the 21st instant, and left again at 6 p.m. same day for Hongkong, where she is due to arrive at 10 a.m.

A wireless message from R.M.S. Montcagle sent at 10.30 a.m., Monday, 21st August, when the vessel was 746 miles distant from Japan, advised all well and that the Commander expects to reach Yokohama at daylight on Thursday, the 24th instant.

THE INDIAN MAIL. The Indo-China str. Namsang left Calcutta for the Straits and Hongkong on the 15th inst., and is due here about the 31st inst.

MERCHANT STRAMERS. The P. & O. S. N. Co.'s str. Sunda left Singapore for this port on the 19th instant, at 1 p.m., and is due here to day at about 5 p.m. The H.-A. Linie str. Silesia left Shanghai ou the 21st instant a.m., and may be expected here

The H.-A. Linie str. Brisgavia left Shanghai on the 22nd instant a.m., and may be expected

here to-morrow p.m. The " Hansa " str. Rheinfels left Singapore on the 20th instant a.m., and may be expected here on or about the 26th instant a.m. The O.S. Is str. Scottle Maru left Tacoma for this portion Japan and Manils on the 22nd

ultimo, and is due here on or about the 28th instant. The Siemssen & Co.'s str. Germania, with Mails from South sea Islands, left Yap on the 20th inst., and may be expected here on the

29th instant a m. The str. Glenesk passed the Suez Canal-on the 25th ult, and is due here on or about the "EMI The T.K.K. str. Buyo Maru sailed from

is due to arrive on or about, the 29th prox.

Manzanillo for Hongkong on the 8th inst., and

STEAMERS PASSED THE CANAL.

July 11th-Himalaya, Hyson, Moyune, Oo. pack, Alexia, Vorwaerts. 14th-Braemar, Kinbuck, Myrmidon, Peshawur, Sardinia. 18th-Bengloe, Nile, Print Ludwig, Welsh Prince. 21st Idomeneus, Kamo Maru, Polynesion. 25th Glenesk, Lacrics. 28th-Sunda, Indra, Rheinfels. August 1st - Antilochus, Benvenue, Buelow, Ceylon. 4th - Agamemnon, Maru, Austria, Caledonien, Dun-Blane, St. Patrick. 8th-Sucvia. 11th-Ping them Blaconia, Theseus, Tranquebar. Delayed through matilation, Vandalia. 15th—Achilles, Betalder, Nubio. Palma. 18th—Brasilia, Minima Maru, Miyasaki Maru, Stentor, Sydney, Belgravia, Denbighehire, Matoppo, Menelaus, Abelly Alex, Senegambia, Lovat. August 22nd -Antenor, Dasre Casile.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked k," neurest Hongkong "h," midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

re, nd	1. From Green Island to the Harbour Master's	2. From Harbour Mas	tor's to Blake Pier	3. From Blake Pier to Na	eval Yard. 4, From Naval Yard t	o East Point	
rd							ΑŪ
	DESTINATION.	VESSEL'S NAMES.	FLAG & BIG BERT	E CAPTAIN.	FOR PREIGHT APPLY TO	то ви резрагонев	
ch,						المستهددات المادا والمستسلم عالمادا المستور	
m.	U Topo Topo Topo Topo Topo Topo Topo Top						Çal
	LONDON & ANTWERP VIA SINGAPORE. &c	NORK	Brit. str		P. & O. S N. Co	To-day, at 10 AM:	$\mathbf{T}_{\mathbf{c}}$
er-	LONDON ROTTERDAM & ANTWERP	CARNARTHENSHIRM	Brit. str	R. L. Daniel S. Barcham	P. & O. S. N. Co	On 2nd Sept., at Noon	, -
1 	LONDON, &C., VIA USUAL PORTS OF CALL LONDON & ANTWERP VIA SINGAPORE. &C	SOCOTRÀ Brisgavia	Brit. str Ger. str k.	G. J. Coldwerl, W. Girstenbräu	P. & O. S. N. Co A HAMBURG-AMERIKA LINIK	About 6th Sept. On 26th inst.	
ne.	ROTTERDAM, HAMBURG & ANTWERP, &c ROTTERDAM & HAMBURG VIA STRAITS, &c.	PREUSSEN	Ger. str. k.	Bahla	Hamubeg-Amerika Linie	On 22nd Spet. To-morrow.	7
1-	HAVRE & HAMBURG VIA STRAITS, &c	Silesia	Ger. str k. Ger. str k.	The state of the s	HAMBURG-AMERIKA LINIE HAMBURG-AMERIKA LINIE	On 31st inst.	-
3r d.	HAVRE & HAMBURG VIA STRAITS, &c	RHEINFELS	Ger. str k. Swed. str	Weausen	HAMBURG-AMERIKA LININ OLOF WIJK Co., LTD	I A L A INIBA NIONA -	Ca
ral	1 WILLIAM TIME LANGON & ANTWERP VIA SINGAPORE, OC	HIRANO MARU	Jap. str	H. Fraser	Nappon Yusen Kaisha	On 30th inst, at D'light	T (
3rd	ALLEGETTIES LONDON & ANTWERP VIA SINGAPORE, CC.	TANGO MARU	Jap. str Ger. str k.	- K. Kawara	Nippon Yusen Kaisha Hamburg-Amerika Linik		pa
eral	MARSEILLES, HAVRE & HAMBURG, &c	NIPPON	\\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	- Tarabochia,	SANDER, WIELER & Co ,	To-morrow, at Noon About 26th inst.	a p
	NEW YORK, VIA SUEZ CANAL BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	KATUNA	A win colon	- W. H. Lea	JARDINE, MATHESON & Co., LD., SHEWAN, TOMES & CO.,	About 5th Sept.	
and	TO THE PROPERTY OF THE PROPERT	. KOSERIC	Am. str Brit. etr	F S Cowley	ARNHOLD, KARBERG & Co THE BANK LINE, LIMITED	On 15th Sept. On 1st Sept.	-
ore, oral	TAMOOTIVER VIA SHANGHAI, JAPAN, &C	MONTEAGLE	Driv. Bur 2	m. W. Davison	CANADIAN PACIFIC R. Co	On 12th Sept., at Noon	
	VANCOUVER VIA SHANGHAI, JAPAN, &c VICTORIA, C.B. & TACOMA VIA KEELUNG & JAPAN	EMPRESS OF INDIA	Brit. str 1	100	1 A A A		
	I TITOTOTA R.C. & SEATTLE VIA KEELUNG, &C.	INABA MARU	jap, svr	- S. Tominaga	NIPPON YUSEN KAISHA	On 12th Sept., at 4 P.M., On 16th Sept., at 11 A.M.	:
	VICTORIA, B.C., & TACOMA VIO KEELUNG, B'GHAI, &C. SAN FRANCISCO VIA KEELUNG, B'HAI & JAPAN &C.	I MEXICO MARU "	JBD. Str.		PACIFIC MAIL S.S. Co	On 26th inst. at 1 P.M.	
	I GAN TODANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Driv. str.	- E. Street	PACIFIC MAIL S.S. Co		
٠,	SAN FRANCISCO VIA KEELUNG, S'HAI & JAPAN, &C PORTLAND VIA JAPAN	Ryoja	Jap. str Nor. str	🗕 🦪 Eivind Meyer 👑	PORTLAND & ASIATIC S.S. Co.	On 1st Sept.	-{
	AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jub, str	T. Sekino T. Sekino	NIPPON YUSEN KAISHA	On 1st Sept., at Noon On 1st Sept., at Noon	7
•	AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str	- L. Klugkist	MELCHERS & Co	On 9th Sept., at D'light	
٠.	KOBE & YOKOHAMA KOBE & YOKOHAMA	COBLENZ	Ger. str. Jap. str.	- L. Klugkist - K. Homma		About 22od inst. On 31st just, at 11 A.M.	Ċ
	I MACASARI KOBE & YOKOHAMA	NIKKO MARU	, Jap. str.	- Dr. Laga	NIFFON XUSEN KAISHA	On 30th inst., at Noon	e, t
	JAPAN MEXICAN, PERUVIAN & CHILEAN & JAPAN	U BUYO MARU W	A CROS SEC. (C)	-	Toyo Kisen Kaisha	On 14th Oct., at Noon	fo
	TIENTSIN VIA TSINGTAU & WEIHAIWEL	CHEONGSHING	Brit.str	VMcClyonmt-Lidde Mitchie	JARDINE, MATHESON & Co., LD., JARDINE, MATHESON & CO., LD.,	On 27th inst, at D'light	-01
	SHANGHAI YIA SWATOW	CHENAN	Brit. str 1	m. Wm. Lloyd Jones	BUTTERFIRLD & STEERE	To-day, at 4 P.M.	- '
	SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA,	Brit, str 1	H. E. Evans, R.N.R C. C. Williams	P. & O. S. N. Co	About 25th inst. On 26th inst., at M'night	
	I OUANGHAT KORE & YOKOHAMA	RHEINFELS	Ger. str k.	W	HAMBURG-AMERIKA LINIE	On 28th inst.	
	SHANGHAI. MOJI & KOBE	CHINHUA	Brit, str	m. Benson	NIPPON YUSEN KAISHA BUTTERFIELD & SWIRE	On 31st inst, at 4 P.M.	
•	SHANGHAI SHANGHAI, KOBE & MOJI	DELTA	Brit. str	· 1 A .	P, & O. S. N. Co Jaedine, Matheson & Co., Ld.,	On 31st inst.	"
-	DUANCHAT	ASSATE	Brit. str	- G. W. Cockman, R.N.I	P. & O. S. N. Co	About 14th Sept.	
ápy.	SHANGHAI YOKOHAMA, KOBE & MOJI	CANTON	Dut. str	- Roov	JAVA-CHINA-JAPAN LIJN	Quick despatch	į
	TAMSUI VIA SWATOW & AMOY	I DATGI MARU	JAID. BUT w		. OBAKA SHOSEN KAISHA	On 27th inst., at 10 A.M I	"
ihni, ngu-	I SWATOW WEIHAIWEL CHEFOO & TIENTISE	N Huichow	, Brit. str	m. Hooker	Butterfield & Swire	,, To-day, at 4 P.M.	
. Α.	SWATOW, AMOY & FOOCHOW	. HAICHING	. Brit. Str Z	n. W. C. Passmore	Douglas Lapraik & Co Douglas Lapraik & Co	. To-morrow, at I P.M.	0
for Me-	I GREATOW AMOV & FOOCHOW	I HAIYANG	Brit. str 2	h. J. W. Evans	. Douglas Lapraik & Co	On 1st Sept., at 1 P.M.	
oon gor,	36 ANTT A	T LOONGSANG	Drit Bur	Teask	JARDINE, MATHESON & Co., LD.	On 26th inst, at 2 P.M.	B
Mrs	I MANITA CEBU & ILOILO	l'AMING	Brit. str 1	m. Pennelather	. Butterfield & Swife	On 29th inst., at 4 P.M. On 30th inst., at 4 P.M.	6
	MANILA, CEBU & ILOILO	YUENSANG	Brit. str	- P. H. Rolfe	Jardine, Matheson & Co., Ld.,	, On 2nd Sept., at 2 P.M.	~
	MANILA, CEBU & ILOILO	. KUBI	, A.M. Str		Shewan. Tomes & Co Butterfield & Swirha		
·	RATIAUTA CHERIBON, SAMARANG, &c	TJIMAHI	Dut. str	🗕 💹 J. P. Scholte 🔐 🔔	JAVA-CHINA-JAPAN LIJH	Quick despatch.	
Ailed	SINGAPORE, PENANG & CALCUTTA JESSELTON, KUDAT & SANDAKAN	. BORNEO	Ger, str.	- F. Sembill	Jaedine. Matheson & Co., Ld Melchees & Co	To-day, at 10 A.M.	-
for Obe	RWANG CHOW WANG & HAIPHONG	. Si-Kiang	., Fran.str	- E. de Catalano	MESSAGERIES MARITIMES	On 30th inst, at 9 A.M.	T
rrive	9						
_				1		.	B

NORDDEUTSCHER IMPERIAL GERMAN MAIL LINES.

ա	FOR	brake ares	TOND TO DELLE
a	MANILA. ANGAUR. YAP. NEWGUINEA, BRISBANE, SYDNEY and MELEOURNE	"COBLENZ" Capt. L. Kluckist,	6,750 { Daylight, 9th Sept.
•	JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. F. Sumbill,	5,000 { Thursday 24th Aug. at 10 A.M.
С,			and the second s

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to NORDDEUTSCHER LLOYD. MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 21st August, 1911.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."-

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SASTING 5 TO 7 DAYS' OCEAN TRAVEL

-	PWATER	J 10 I DAL	
	From Hongkong.		From Quebec.
"EWLE	ESS OF ABLUM PAT	., 2014 Dept.	"ALLEN LINE" FRIDAY, 29th Ser "EMPRESS OF IRELAND"FBI., 20th Oct "EMPRESS OF BRITAIN" FBI., 1st Dec

Steamships leave HONGKONG at 6. P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, salling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE. YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) ... £43 ,, ... £45.

and 1st Class Railway ... First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," or ries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information Maps, Routes, Handbooks, Kates of Freight and Passege, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.

LLOYD. BREMEN PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOROHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMBHIP	Tons	CAPTAIN	TO SAIL
"RYGJA",	3,828	Eivind Meyer .	On 1st September.
Through Bills of	Lading issued to	Pacific Coast Points and	all Eastern Canadian and
United States Points.	For through rat	es of Freight and further	information, communicate
with or apply to			
		TA 10 TA	TO TOTAL TOT

KING'S BUILDING, (Opposite Blake Pier).

PRED J. HALTUN, AGENT.

PHILIPPINES

STEAMBRIP .	Tons	CAPTAIN _	FOR	SAILING DATE
ZAFIRO RUBI	4000 4000	M. C. Smith	Manila, Cebu & Iloilo Manila, Cebu & Iloilo	On 30th Aug., 4 P.M. On 9th Sept., 4 P.M.

SHEWAN, TOMES & Co., General Managers. For Freight or Passage, apply to PHILIPPINES S.S. Co. Hongkong, 22nd August, 1911.

BEKANNTMACHUNG.

IE amtlichen Bekanntmachungen des TIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Honsulats in Canton werden während des Jahres 1911 im OSTABIATISCHEN LLOYD, der CANTON WEEKLY News und nach Bedarf auch in der Hongkond. BAILY PRESS veröffentlicht werden. KAISERLICH DEUTSCHES

KONSULAT. Canton, 15, Dezember, 1910.

BEKANNTMACHUNG.--

TIE Bekenntmachungen aus dem genihies Handelsregister, sowie andere gesetzlich vorgeschriebene Veroeffentlichungen werden im Jahre 1911 durch.

"OSTASIATISCHEN LLOYD"

"HONGKONG DAILY PRESS"

KAISERLICH DEUTSCHES KONSULAT. Swatau, den 21. Dezember 1910. [1424

BEKANNTMACHUNG.

Konsulats Pakhol-Holnow werden in Jahre 1911 durch den "OBTASIATIBOHEN LLOYD' und "THE HONGKONG DAILY PRESS"

KAISERLICH DEUTSCHE KONSULAT. Pakhoi, den 20. Dezember 1910.

ON SALE.

MAIL TABLES

FOR 1911. Shows the dates of departure of the Mails (With Liberty to Call at the Malabar Coast.) (Europe and America, and the dates of their expected arrival as well at their destinations, as THE Steamship he dates of return Mails.

Mounted on Card 30 Cents On Paper 20 ,

On Sale at the Hongkong Daily Press Hongkong, 6th February, 1911.

USTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). at SINGAPORE, PENANG CALCUTTA, COLOMBO, ADEN. SUEZ AND PORT SAID. Taking Cargo at through rates to the PERSIAN. GULF, RED SEA, BLACK SEA, LEVANT, VENICE and

ADRIATIC PORTS).

THE Company's Steemship

"NIPPON." Capt. Tarabochia, will be despatched as above TO-MORROW, 25th Aug., Noon. This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight.

apply to SANDER, WIELER & Co., Princes Buildings. Hongkong, 24th August, 1911.

INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL (With Liberty to Call at the Malabar Coast).

HE Steamship

"INDRADEO," Capt. W. H. Lea, will be despatched a above about the 26th inst.

This Steamer has excellent accommodation

for a limited number of First-Class Passengers and attention is directed to the moderate rate of Passage Money Chargest. For Freight or Passage, apply to

JARDÍNE, MATHESON & Co., LTD., Hongkong, 5th August, 1911.

"SHIRE" LINE OF STEAMERS, LTD FOR LONDON, ROTTERDAM AND

THE Steamship

"CARMARTHENSHIRE." Capt. R. L. Daniel, will be despatched as above on TUESDAY, the 29th August. . The attention of Passengers is directed to the excellent accommodation provided by this Steamer at Moderate Rutes. A Doctor and Stewardess are carried, and all

Cabins are fitted with Electric Fans. For Freight or Passage, apply to JARDÍNE, MATHESON & Cot, Ltd., Agenta Hongkong, 17th August, 1911.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. FOR STRAITS CEYLON, AUSTRALIA, INDIA. ADEN, EGYPT, MEDITERBANEAN PORTS. PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA -

THE Steamship

"ARCADIA." Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 2nd Sept., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s." Mongolia," 10,000 tons. from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 14th Oct., 1911. Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A.-HEWETT, Superintendent Hongkong, 21st August, 1911.

HONGKONG-BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

"KATUNA," ... On or about 5th Sept. For freight and further information apply to-SHEWAN, TOMES & Co.,

General Agents, Hongkong, 15th August, 1911.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

"ROSERIC," Will be despatched for the above Ports on FRIDAY, the 15th September. For Freight and Passage, apply to ARNHOLD, KARBERG & Co., General Agenta.

Hongkong, 22nd August, 1911.

STEAU NAVIGATION COMPANY. BRANKS 24th Aug. | Passage. NANG, COLOMBO, PORT (SOCOTRA ... Freight only SAID and MARSEILLES) Capt. G. J. Coldwell SHANGHAI, MOJI, KOBE SUNDA Capt H. G. Evans, R.N.R. About Freight and Daylight | Freight and Capt. E. P. Martin B.N.B. | 31st Aug. | Passage. SHANGHAI About) Freight and Capt. G. W. Cockman 14th Sept. Passage. LONDON VIA USUAL PORTS ARUADIA Noon, ? See Special OF CALL..... Capt. S. Barcham For Further Particulars apply to E. A. HEWETT. Superintendent. Hongkong, 22nd August, 1911. CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION STHAMERS : TO SAIL . HOIHOW and HAIPHONG "SUNGKIANG" On 24th Aug., 8 A.M. AMOY, TSINGTAU & NEWCHWANG "KASHING" On 26th Aug., 4 P.M. SHANGHAI "LINAN" On 26th Aug., M'night MANILA CEBU and ILOILO "TAMING" On 29th Aug., 4 P.M. SHANGHAI "CHINHUA" On 31st Aug., 4 P.M. DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL" "CHENAN," "CHINHUA" and "LINAN") with excellent accommoda-tion, Electric Light throughout and Electric Fans in the State-rooms and Diving Salcon,

DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST

(Occupying 3 Days).

leaving Houghong for Shanghai direct every Thursday and Sunday, taking cargo on through

Bills of Lading to all Yangtsze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

REDUCED FARES:—SINGLE \$45......RETURN \$75.

FOR SWATOW AND

1GHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW. AMOY AND FOOCHOW AND RETURN.

STEAMSHIPS	(Occupying 9 : CAPTAIN		LUAVING.	
"HAICHING" "HAITAN" "HAIYANG"	Capt. W. C. Passmor Capt. J. S. Roash Capt. J. W. Evans	FRIDAY, TUESDAY, FRIDAY	25th Aug., at 1 29th Aug., at 1 1st Sept., at 1	P.M.
During the Mon	th of August, RETURN	TICKETS availab	ole for Three	Months

will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hougkon v. 23rd August, 1911.

Hongkong, 22nd August, 19

the transhipment at Woosung.

For Freight or Passage apply to-

Hongkong, 24th August, 1911.

INDO-CHINA S. NAV. CO., LD.

The state of the s	- 1
PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	1
POR STRANDES TO DAY.	
* SHANGHAI via SWATOW "TINGSANG" Thursday 24th Aug. Noon	†
"LOGNGSANG" Saturday, 26th Aug., 2 P.M.	1
WEIHAIWEI TSINGTAU and CHEONGSHING" Sunday, 27th Aug., D'light.	
* SINGAPORE, PENANG & CALCUTTA "FOOKSANG" Thursday, 31st Aug. Noon.	ŀ
"SHANGHAI, KOBE & MOJI "NAMSANG" Friday. 1st Sept. Noon.	ŀ
* MANILA "YUENSANG" Saturday, 2nd Sept., 2 P.M.	l
RETURN TOURS TO JAPAN,	
(OCCUPYING 24 DAYS)	Į
The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for	١
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.	١

These vessels have all modern improvements and are fitted throughout with Electric Light... A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on through Bills of Lading to Yargtsza Ports, Tsington, Weihniwei, Chefoo lientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Boogkong, 24th August, 1911. 2 WENEBAL MANAGERS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

co MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK, TAKING Cargo at Through Rates to all European North Continental and British

	POY!	8150 T.170	sto, Lisbo	n, Oport	O, MESESSIII (8, Cienos, i	and other M	editerra
Levan	nne,	Black Balti	o Sea and	Ports, s	ind all Nort	h and Soul	h American	Ports.
	و د د د د د د د د د د د د د د د د د د د	NEXT	SAILI	NGS	FROM	HONG	KONG:	-
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	HOMEWARD.
OUTWARD.	FOR HAVRE & HAMBURG:
FOZ SHNGHAI, KOBE & YOKOHAMA:	S.S. SILESIA 25th Aug
	FOR ROTTEREAM, HAMBURG & ANTWER
or of TOTTETTET O	_ S.S. BRISGAVIA 26th Aug
S.S. RHEINFELS : 28th Aug.	FOR HAVEE, BREMEN & HAMBURG:
S.S. SUEVIA 6th Sept.	S.S. AMBRIA 31st Aug
S.S. SENEGAMBIA 20th Sept.	FOR MARSEILLES, HAVEE & HAMBURG
S.S. BAYERN 6th Oct.	S.S. ALESIA 15th Sep
S.S. ARCADIA 18th Oct.	FOR ROTTERDAM & HAMBURG:
S.S. SLAVONIA ord Nov.	S.S. PREUSSEN 22nd Son
S.S. SCANDIA 16th Nov.	FOR HAVRE, & HAMBURG:
S.S. SPEZIA 2nd Dec.	S.S. RHEINFELS 29th Sep
For Further Particulars, apply to-	
· · · · · · · · · · · · · · · · · · ·	THE COURSE A METATORIZA TO WATER

HAMBURG-AMERIKA LINIE,

Hongkong Office.



IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION DATE OF SAILING. ... W. W. Greene ... FRIDAY, 15th Sept., at Noon.

11,000 ... A. G. Stevens ... FRIDAY, 6th Oct., at Noon. † TENYO MARU ... 21,000 ... E. Bent ... FRIDAY, 13th Oct., at Noon † SHINYO MARU ... 21,000 ... H. S. Smith ... FRIDAY, 3rd Nov., at Noon, + Triple Screws, turbine engines. Twin Screws.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAI-CHI. YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS:

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

DATE OF SAILING. STEAMER BUYO MARU 10,500 ... SATURDAY, 14th October, at Noon. HONGKONG MARU WEDNESDAY, 13th December, at Noon. ... 11,000 ... 18th February, at Noon. KIYO MARU... ... 17,500 ... TUESDAY, "HE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS VIA MOJI, KOBE, YOKOHAMA and HONOLULU,

on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG: To LONDON To VALPARAISO

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:--

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan. TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only). These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.
Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

THERPHONE 36

BUTTERFIELD & SWIRE,

RETURN.

AGENTS.

King's Building (Opposite Blake Pier).

K. MATSDA, AGENT,

OSAKA SHOSEN KAISHA.

RECULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.



Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL BAILWAY. (The only direct train service, without transhipment, also shortes) and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico. Central and South America.

FOR	ETHAMERS	-Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU ADD YOKOHAMA	DEALTHE MAIN	6,182 6,182	WED'DAY, 6th Sept., at 11 A.M. TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, Shanghat, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama	J MEARCO MARKS	6,064 6,064	SATURDAY, 16th Sept., at 11 A.M. TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

FOR	STEAMERS	LHAVES.
TAMSUI VIA SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 27th Aug., at 10 A.M.
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 30th Aug., at 10 A.M.

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of :-□ 1st Class \$45.50 2nd Class \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Brauch Office, at Second Floor, No. 1, Queen's Buildings

S.-HIROL MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 30th Aug., 1911, at 9 A.M.

For Passages and Freight, apply to P. THOMAS, M.M. Co.'s AGENT.

NIPPONYUSEN KAISHA



KOBE and YOKOHAMA

THE JAPAN MAIL STEAMSHIP CO.)

	PROJECTED SAILINGS FROM HONGRONG.					
	DESTINATIONS	STEAMERS	Tons Sailing Dates.			
	MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG,	HIRANO MARU Capt. H. Fraser, TANGO MARU	WEDNESDAY, 30th Aug., at Daylight. WEDNESDAY, 13th			
	COLOMBO, SUEZ and PORT SAID	Capt. K. Kawara, KAMO MARU Capt. F. L. Sommer.				
	VICTORIA, P.C., & SEATTLE	S KAMAKURA MA Capt. B. Kon,	RU SATURDAY, 9th 7,000 Sept., from Kobs			
	VICTORIA, B.C., and SEATTLE, via KEELUNG. SHANGHAI, MOJI. ROBE. YOKKAICHI. SHIMIZU and YOKOHAMA	S INABA MARU Capt. S. Tominnga, STAMBA MARU Capt. K. Noda,	7.000 TUESDAY, 12th Sept., at 4 p.m. TUESDAY, 10th 7,000 Oct., at Noon.			
	via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino,	J FRIDAY, 1st 5,000 Sept., at Noon.			
ŀ	SHANGHAI, MOJI and (Capt. J. Teranaka,	5,000 {WEDNESDAY, 30th Aug.			
ŀ	NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi,	6,000 WEDNESDAY, 50th Aug., at Noon.			

Omitting Keelung and Shimizu. Fitted with New System of Wireless Telegraphy. Carries Deck Passengers, Cargo only.

AKI MARU

· Capt. K. Homma.

LINE OF STEAMERS

THURSDAY, 31st

7,000 \ Aug., at 11 A.M.

KOBE AND CALCUTTA.

Regular Service (once in every 18 days) FROM KOBE TO CALCUTTA, CALLING AT SINGAPORE, PENANG AND RANGOON. The First Steamer to sail from Hongkong :-

"JINSEN MARU," Tons 3,782, on September 26th.

CHEAPEST SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS. Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS. Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

\$120 \$110-IST CLASS **\$100**

\$ 80 **\$ 70**

With Option of rail between Steamers' Calling Ports in Japan. For Further Information, apply to-

T. KUSUMOTO, MANAGER. 1061--14--40]

U.S. MAIL LINE.

PACIFIC MAIL

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE Beross the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC

PROPOSED SAILING FROM			(SUBJECT T	O ALTER	ATTON.
STEAMERS SIBERIA MANCHUDIA	TONB		SAILING	DATES "	
* SIBERIA	18,000	*****	SATURDAY.	26th Aug.	at 1 P.W
TO BLANCELUICIA AND AND AND AND AND AND AND AND AND AN	2.7.1881		N'ISTITIA Y	Oth Cast	-4
* MONGOLIA	27.000		SATUEDAY,	-30th Sept.,	_at_1_p_m_
" ILUIVEIA	70.000	40.000	SATURDAY,	28th Oct.	Bt I P.M.
• SIBERIA	18,000	155555444		10th Nov.,	at 1 P.M.
* MANCHURIA	27,000	*******	SATURDAY,	25th Nov.,	at 1 P.M.
* MONGOLIA	18.000	*** * * * *		16th Dec.,	at 1 P.M
# When Dancer		******	FRIDAI,	12th Jan.,	at l P.M.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO VIA KEELUNG SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 26th August, at 1 p.m. FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX

Months, £120; 24 Months, £125; including Berth and Meals ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments. of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. There Special Rates apply when travelling at their own expense and to their families. To all points: -Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA......10,200 Tons FRIDAY, 1st Sept., at 1 P.M. PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M. THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA-SAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 1st Sept., at 1 P.M. On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates. via Canadian Atlantic Ports. 243. FARES, HONGKONG TO LONDON via New York HONGKONG TO SAN FRANCISCO

Through Bills of Lading issued to Japan, North, Central and South American Ports For further information as to Passage and Freight, apply to the Agency of the Companion KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON,

SHIPPING REPORT.

The British str. Hopsang reports: Fine weather throughout.

The Norwegian str. Rygja reports: Fine weather, ship called at Japan ports.

The German str. Lycemoon reports: 19th and 21st August, fair S.W. monsoon off Paracels, long S.W. swell, strong breezes from N.E.

NOTICE TO KOWLOON RESIDENTS

TIXTRA COPIES of Daily Press are on KOWLOON BOOK STALL, Ferry Wharf Messrs. H. EUTTONJEE & SONS. Kowloon Store, No. 36, Haiphong Road, Messrs. HUNG CHEONG. Haiphong Road Mr AH YAU, Hongkong Stall, Ferry Wharf

TEPLITZ WATER

NOW IN STOCK

\$18 PER CASE OF 100 PINTS.

REE DELIVERY TO ANY HOUSE IN HONGKONG AND KOWLOON.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG 4, Queen's Buildings, Tel. No. 960. Hongkong, 18th August, 1911.

GUSTAV FEILER.

NETZSCHKAU

VGTL,

MANUFACTURER OF

WORSTED GOODS, WOOLLEN and UNION CASHMERES.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, Queen's Buildings, Tel. No. 960. Hongkong, 18th August, 1911.

goût americain

Sole Representative for Hongkong and South China Hugo C.A. Fromm, Hongkong.

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Hongkong, 18th August, 191	I	•	-	10/0-32
A COTTENTIAL TOTAL STREET, MARCH AND A	<u> </u>		·	
والمراجع والمتحال				

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE

at 6 r.m., and may be expected here to-day	• • •	PAR	DATE
FOR			
Singapore. Penang and Colombo	.,,	Nore	Thursday, 24th, 9.00 A 3
Josselton, Kudat and Sandakan		Borneo ·	Thursday, 24th, 9.00 A
Bangkok		Quinta	
Swatow and Shanghai		$ar{T}$ ingsung	Thursday, 24th, 11.00 A
Macao		Sui Tai"	Thursday, 24th, 1.15 P
Swatow, Weihaiwei, Chefoo and Tientsin		Huichow	Thursday, 24th, -3.00 P
Port Arthur	• • •	Asahi Maru	Thursday, 24th, 3.00 P
	4:	Chenan	Thursday, 24th, 3,00 P 1
Observatori	4 ·	Chenan	Thursday, 24th. 3.00 P
	. :	Triumph	Friday, 25th, 8.00 A
Hoihow and Haiphong		"A A A A A A A A A A A A A A A A A A A	Friday, 25th, 11.00 A

Sui Tai ...

Indradeo ...

-Tourane -...

Haitan

Yuensang ...

KEELUNG, SHANGHAI, NAGABAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA, Siberia HONOLULU and SAN FRANCISCO

SIBERIAN MAIL TO EUROPE ... J

Swatow, Amoy and Fooohow

		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Manila	DP 1	1	•
(Taking Mails for Cebu and Ile	oilo))	J	Loongeang
Amoy and Shanghai	•••		Tjilatjap
Tsingtau, Weihaiwei and Tientsin	l		Cheongehing

Shanghai . SIBERIAN MAIL TO EUROPE Swatow, Amoy and Tamsui ... Daigi Maru

EUROPE, &c., India via Tuticorin, Late Letters 11.00 to Noon. Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail)

Swatow, Amoy and Foochow

Manila, Cebu and Iloilo ... 29th, 3.00 P 1 Taming Tuesday. Singapore, Penang and Colombo 29tb, 500 PM Tuesday. Hirano Maru Nagasaki. Kobo and Yokohama ... Wednesday, 3 th, 11.0 A M Nikho Maru Manila, Cobu and Iloilo Wednesday, 30th, 300 P M Thursday, 31st, 11.00 a m Singapore, Penang and Calcutta Fooksang ... Shanghai ... Chinhua ... Thursday 31st, 3.00 PM - SEPTEMBER: 1st, 10.00 A M Namsang ... Shanghai, Kobe and Moji ... Manila (Taking Mails for Cobu and Iloilo), 1st, 10.00 A M

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Syluey, Hobart, Launceston, New Zealand, Melbourne, Yawata Maru Friday, Dunedin, Adelaide, Perth, and Fremantle Friday, Printed Matter and Sam-

SHARGHAI, NAGASAKI, KOBE, YOROHAMA: HONOLULU AND SAN FRANCISCO SIBERIAN MAIL TO EUROPE

Swatow Amey and Foochow Haiyang ... HUROPE, &C., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) Areadia (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract usata) The Parcel Mail will be closed on

Friday, 1st instant, at 5 P.M. Manile (Taking Mails for Cebu and Iloile) Manile (Taking mails for Cebu and Rollo), Angaur, Yap, Friedrich, Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Metbourne, Adelaide, Perth and Fremantle

COMMERCIAL.

---: O :---EXCHANGE CLOSING QUOTATIONS.

On London:-Bank Bills, on demand226 Credits, at 4 months' sight......230 ON GERMANY :-On demand.......1834 ON NEW YORK:-Bank Bills, on demand Credits, at 60 days' sight441

Telegraphic Transfer1333 Bank, on demand134 ON CALCUTTA:-On SHANGRAI :-Private, 30 days' sight76 ON YOROHAMA:—On demand87 ON MANILA: -On demand-Pesos-872 On BINGAPORE:-On demand762 ON BATAVIA :- On demand1078 GOLD LEAR, 100 fine, per teel\$57.90

BAR SILVER, per oz.248

Hongkong ... 20 Hongkong ... 10

BANKS.-

SUBSIDIARY COINS.20 cents pieces.....\$6.70 discount.

Laou-Kung-Mow C. Spin.& Weav.Co.,Ld Soy Chee Cotton Spinning Co., Limited

H'kong & Kowloon Wharf & G. Co., Ld. Hongkong and Whampon Dock Co., Ld. New Amoy Dock Co., Limited

Shanghai Dock and Engineering Co., Ld

Shanghai and Hongkew Wharf Co., Ld.,

Green Island Cement Co., Limited ...

Hongkong Hotel Company, Limited ...

Hongkong Electric Co., Limited

Manila Metropole Hotel Limited

LANDS AND BUILDINGS .-

Peak Tramways Co., Limited ...

Philippine Co., Limited

STRAMSHIP COMPANIES .--

REFINERIES.

INSURANCES .-

25th,

Printed Matter and Sam-

Registration ... 10.15 A M

(Registration, with late

fee of 10 cents, up to

Registration Kowloon

Friday,

Saturday,

Saturday, 26th.

11.00 A M).

No late fee

Saturday, 26th,

Saturday, 26th,

Saturday, 26th,

Saturday, 26th, Saturday, 26th,

Registration

26th;

27th,

29th,

Printed Matter and Sam-

Registration ... 10.00 A M

(Registration, with late

Registration, Kowloon

29th,

11.00 A M.)

No late fee

Letters

ples... 10.00 A M

fee of 10 cents, up to

Saturday.

Letters

Sunday.

Tuesday,

Letters

Noon

9.30 A M

Noon

1.00 PM

1,15 P M

2.00 P M

3.00 P M

5,00 P M

- 5.00 ₽ M

9.00 A.M

... 10.00 A M

... 11.00 а м

... 11.00 A M

... 9.30 л м

Noon.

... 10.00 A 31

... 10.00 A M

2nd, 1.00 P M

8th, 5.00 r m

11.00 A M

... Noon

Registration... 10.15 A M

11.00 A.M.)

No late fee.

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Saturday.

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(Registration, with late

Registration, Kowloon

· lst.

Printed Matter and Sam-

Registration ... 10.00 A M

(Registration, with lat-

10.45 A.M.)

No late fee

Saturday,

Friday.

Letters ...

fee of 10 cents up in

Registration, Kowicon

fee of 10 cents, up to

Noon

6.00 P-M

25th. 1.15 P N

26th, 10.00 A M

.. 11.00 а н

Hongkong and China Gas Co., Limited

Hongkong Ice Company, Limited
Hongkong Rope Manufacturing Co., Linited
H'kong& South China Steam Fisheries Co., Ld.

Canton Insurance Office Co., Limited ... China Fire Insurance Co., Limited ...

China Traders Insurance Co., Limited ...

Hongkong Fire Insurance Co., Limited

North-China Insurance Co., Limited ...

Union Insurance Society, Limited Yangteze Insurance Association, Limited

Hongkong Land Invest. Agency Co., Ld.

Humphreys' Estate and Finance Co., Ld.

Kowloon Land and Building Co., Ld. ...

Shanghai Land Investment Co., Limited

SociétéFrançaise desCharb'ges du Tonkin

Raub Australian Gold Mining Co., Ld ...

China Sugar Refining Co., Limited

Douglas Steamship Co., Limited

Star Ferry Company, Limited

South China Morning Post, Limited

Steam Laundry Company, Limited...
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Union Waterboat Co., Limited

Chinese Imperial 1886

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RUBBER.

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Tls. 100

Tls. 50

Tis. 100

\$100

Fcs. 250

\$100

\$100

20,000

60,000 50,000

10,000

36,000

400,000

60,000 15,000

24,000

12,400

12,000

50,000 150,000

78,000

12,500

200,000

25,000

50,000

75,000

20,000

7,000

80,000

60,000 pref. 60,000 def.

.900 ordy.

100 fders

Value.

Tis. 250

all | Tls. 61.

all | Tls. 22.

\$22½, buyers

249, sales

\$8, sellers Tls. 51

\$3.90, sellers

\$213, sellers

\$175, x div.

\$7 \$61, bayers

\$50 | \$210, sellers

\$100 \$810, buyers

all \$101, buyors

87½, sales

830 \$27, sal. & bu.

Tls. 89

\$45, sal. & bu.

\$21, buyers

\$1.10, buyers

all 55, buyers

all \$144, sellers

\$33, sellers

\$10. sellers

\$19, buyers

\$283, buyers \$67, \(\(\mathbb{L} \) dop.

79/-. sellera

\$10, buyers \$4, buyers

\$2, buyers

\$15, buyers

\$12, buyers

210.

all \$7, bu yers

4/8½ per lb., quiet.

Par.

Quotation

\$161

sel. £5 17. 6.

§ \$261, buyers

300 **\$215, @ Ex73**,

825 \$105. \$50 **83**50, buyers £5 Tls. 168, sellers

Tls. 86

THE MAN OF TASTE

IN 50's & 100's

AT \$4.20 AND \$2.80 PER 100

ALL TOBACCONISTS.



Hongkone, August 23rd, 1911. SHARE LIST.—QUOTATIONS. CLOSING QUOTA-VALUE, PAID UP THE NESTLE & ANGLO-SWISS TIONS CASE. SHARES. {\$887½, x div. £85 10/- x div. 8125 120,000 Hongkong & Shanghai Bank Corporation CONDENSED MILK CO. 60,000 50,000 50,000 200,000 89), buyers China Borneo Company, Limited ... \$1.60, sellers China Light and Power Company, Limited. CHAM (SWITZERLAND). AND LONDON. 88, buyers China Provident, Loan & Mortgage Co., Ld... COTTON MILLS.-Tls. 85. 20,000 Ewo Cotton Spin'g. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld ... International Cotton Manufing Co., Ld. Company is its Tls. 46.

GUARANTEED FULL CREAM.

Largest-Sale IN THE WORLD.

STERILIZO NATURAL MILK.

A trial of which will satisfy you of its,

excellence. estra? 20 Cents Per Tin. \$2.30 Per Doz. Tins. \$9.00 ... Per Case of 4 Doz. Tins. ON SALE AT-

LANE, CRAWFORD & Co KWAN TYE, Queen's Road Central. CHEONG TYE, Queen's Road Central. MAN YUEN, Queen's Road East. NAM HING LOONG, Queen's Road Central. MUTUAL STORES, Queen's Road Central. HONGKONG CO-OPERATIVE SOCIETY, 11, Caine Road 11, Caine Boad.

HAVE BEEN APPOINTED

Sole Agents for Messrs. Erven Lucas Bols of Amsterdam, and are now Selling their famous

BOLS GIN

LIQUEURS.

TO DAY

9.15 P.M.—Hippodrome Circus at Causeway Bay.

9.15 P.M.—Frank Fillis Circus at the Victoria

FORTHCOMING EVENTS.

Saturday. 26th August-Fourth Gymkhana

Monday, 28th August - Auction of Crown Land

Wednesday, 30th August-Extraordinary Gen-

Saturday, 2nd Sept.—Grand Promenade Charity

ON SALE.

A TABLE OF THE

at Conduit Road, by Public Works Dept.

eral Meeting of the Royal Hongkone Golf

Club, at Club House, Happy Valley, 6.30P M.

Concert on the Volunteer Parade Ground,

Meeting at Happy Valley, 3.30 P.M.

Skating Rink.

9.15 P.M.

SOLE AGENTS.

H. PRICE & CO., LTD.,

BONGKONG.

12 QUEEN'S ROAD, CENTRAL

Indents from Wholesale Houses promptly executed.

VE RNON & SMYTH, Share-Brokers. WASHABLE DISTEMPER. SANITARY (ASK FOR COLOUR CARD AND SAMPLES.)

Daily Wire

Amount.

Tls. 767,200

NEW STOCK JUST + ARRIVED. ITS ADVANTAGES ARE NUMEROUS.

Interest.

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FOR THE FAR EAST DISTEMPER HALL'S

Is an actual necessity as well as a

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STRONG DISINFECTANT." WALLS CAN BE WASHED. IT IS EASY TO APPLY. IN FACT,

RATES OF EXCHANGE AT HONGKONG For Demand Drafts on London on the day of or preceeding the departure of the English

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